

THE NEW SYDNEY FISH MARKET AT BLACKWATTLE BAY MAIN WORKS DEVELOPMENT APPLICATION RESPONSE TO SUBMISSIONS

Prepared for

Infrastructure NSW

By

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Abbreviations

| | |
|-------------------------------|---|
| ACHMP | Aboriginal Cultural Heritage Management Plan |
| ACM | Asbestos containing materials |
| AEP | Annual Exceedance Probability |
| AHD | Australian Height Datum |
| ARI | Annual Recurrence Interval |
| AS | Australian Standard |
| ASS | Acid Sulfate Soil |
| Background noise level | The ambient sound-pressure noise level in the absence of the sound under investigation exceeded for 90% of the measurement period. Normally equated to the average minimum A-weighted sound pressure level. |
| BDAR | Biodiversity Development Assessment Report |
| CCTV | Closed circuit television |
| CEMP | Construction Environmental Management Plan. |
| CIV | Capital Investment Value |
| COPCs | Constituents of Potential Concern |
| Cumulative impacts | Impacts that, when considered together, have different and/or more substantial impacts than a single impact assessment considered alone. |
| DA | Development Application |
| DECC | Department of Environment and Climate Change |
| DPE | NSW Department of Planning and Environment |
| DPI | NSW Department of Primary Industries |

| | |
|----------------------------|--|
| Drainage | Natural or artificial means for the interception and removal of surface or subsurface water. |
| EEC | Endangered Ecological Community |
| EIS | Environmental Impact Statement |
| EP&A Act | NSW Environmental Planning and Assessment Act 1979 |
| EP&A Regulation | Environmental Planning and Assessment Regulation 2000 |
| EPA | NSW Environment Protection Authority |
| EPBC Act | Commonwealth Environment Protection and Biodiversity Conservation Act 1999 |
| ESA | Environmental Site Assessment |
| ESCP | Erosion and Sediment Control Plan |
| ESD | Ecologically Sustainable Development |
| GA NSW | Government Architect NSW |
| GFA | Gross Floor Area |
| ICNG | Interim Construction Noise Guideline (DECC 2009) |
| LALC | Local Aboriginal Land Council |
| LEPs | Local environmental plans |
| LGA | Local government area |
| LoS | Level of Service |
| NML | Noise management level |
| NSFM | New Sydney Fish Market |
| NSW | New South Wales |
| OEH | Office of Environment and Heritage NSW |
| PMF | Probable Maximum Flood |
| RAP | Remediation Action Plan |
| Responsible person | the applicant or proponent responsible for preparing this EIS |
| RL | Reduced Level |
| RMS | NSW Roads and Maritime Services (now TfNSW) |
| RIS | Response to Submissions |
| SEARs | Secretary's Environmental Assessment Requirements |
| SEPP | State Environmental Planning Policy. A state level environmental planning instrument |
| SSD | State Significant Development |
| TfNSW | Transport for NSW |

NOTE:

1. UrbanGrowth NSW Development Corporation (UrbanGrowth) was abolished on 1 July 2019 with all functions transferred to Infrastructure NSW (INSW). Any reference to UrbanGrowth throughout the report is interchangeable with INSW.
2. On 1 December 2019, Roads and Maritime Services and Transport for NSW (TfNSW) joined together to create one integrated TfNSW.

1. INTRODUCTION

This Response to Submissions Report has been prepared to provide a response to the submissions lodged with the Department of Planning, Industry and Environment (DPIE) in response to the public exhibition of SSD 18_8925 for the New Sydney Fish Market at Blackwattle Bay – Main Works Development Application.

SSD 18_8924 was publicly exhibited from 17 October 2019 to 13 November 2019.

The Proponent, Infrastructure NSW (INSW) has considered the issues raised in the submissions made during the exhibition period and has implemented various actions in relation thereto. This report presents the following:

- A summary of the submissions received during the public exhibition period (Section 2);
- Discussion of key issues including those raised by the DPIE (Section 3);
- Responses to the issues raised in submissions (Section 4).

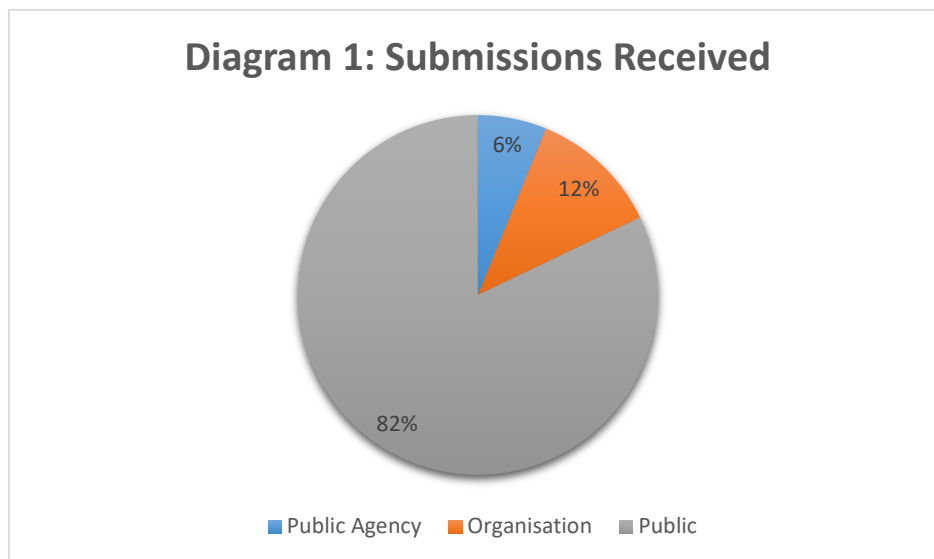
1.1 Proposal Overview

The Main Works SSD DA seeks approval for:

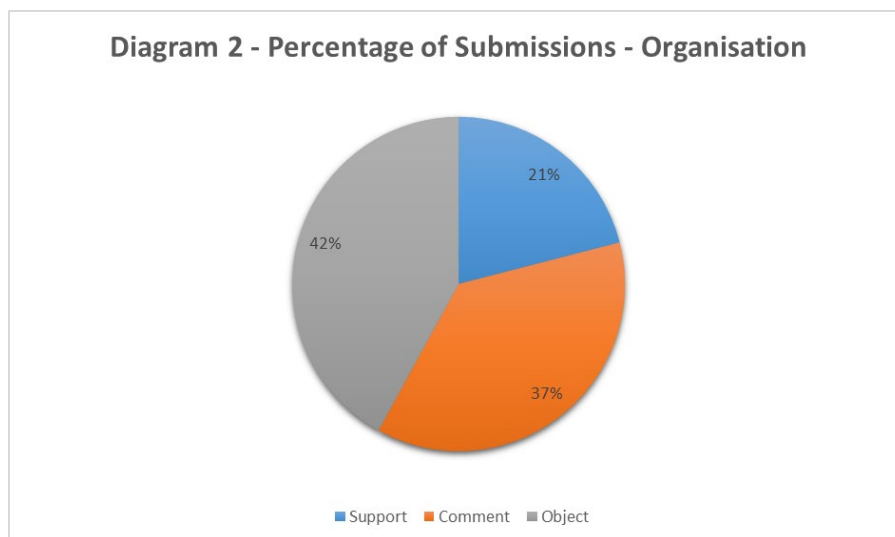
- a new Sydney Fish Market building with a gross floor area of 26,751m² as indicated on the drawings contained in Appendix 1 of the A3 Volume);
- waterfront structures such as wharves;
- a new public domain including promenades, access to Blackwattle Bay and landscaping;
- pedestrian, cycle and road access and circulation;
- upgrade works to Bridge Road and its intersections with Wattle Street and Wentworth Park Road;
- associated works such as provision of services, site level adjustments and stormwater management;
- the subdivision of land to create a lot on which the new Sydney Fish Market would be located and a further subdivision of this lot to identify separate lots comprising the public domain and water, and various parts of the new Sydney Fish Market building and wharves to be leased in separable parts.

2. SUMMARY OF SUBMISSIONS

During and after the public exhibition period 134 submissions were received by DPIE. 104 of these submissions were from the public, 19 were from organisations and 11 from public authorities. Copies of all submissions are available on the NSW Planning Portal – Major Projects website (<https://www.planningportal.nsw.gov.au/major-projects/project/10011>). The submissions from public authorities made comments relevant to areas of their responsibility.



Of the 19 submissions from organisations 4 submissions supported the proposal, 8 raised objections to the development in part or in whole and 7 submissions did not object outright yet nonetheless raised concerns or made comments for further consideration (Diagram 2).



Of the 104 submissions from members of the public, 7 submissions supported the proposal, 82 raised objections to the development in part or in whole and 15 submissions did not object outright yet nonetheless raised concerns or made comments for further consideration (Diagram 3).

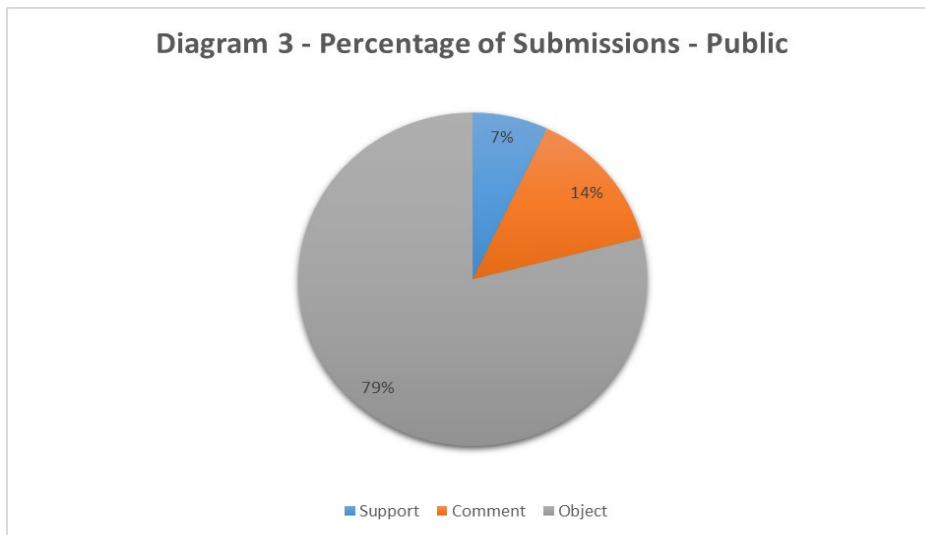
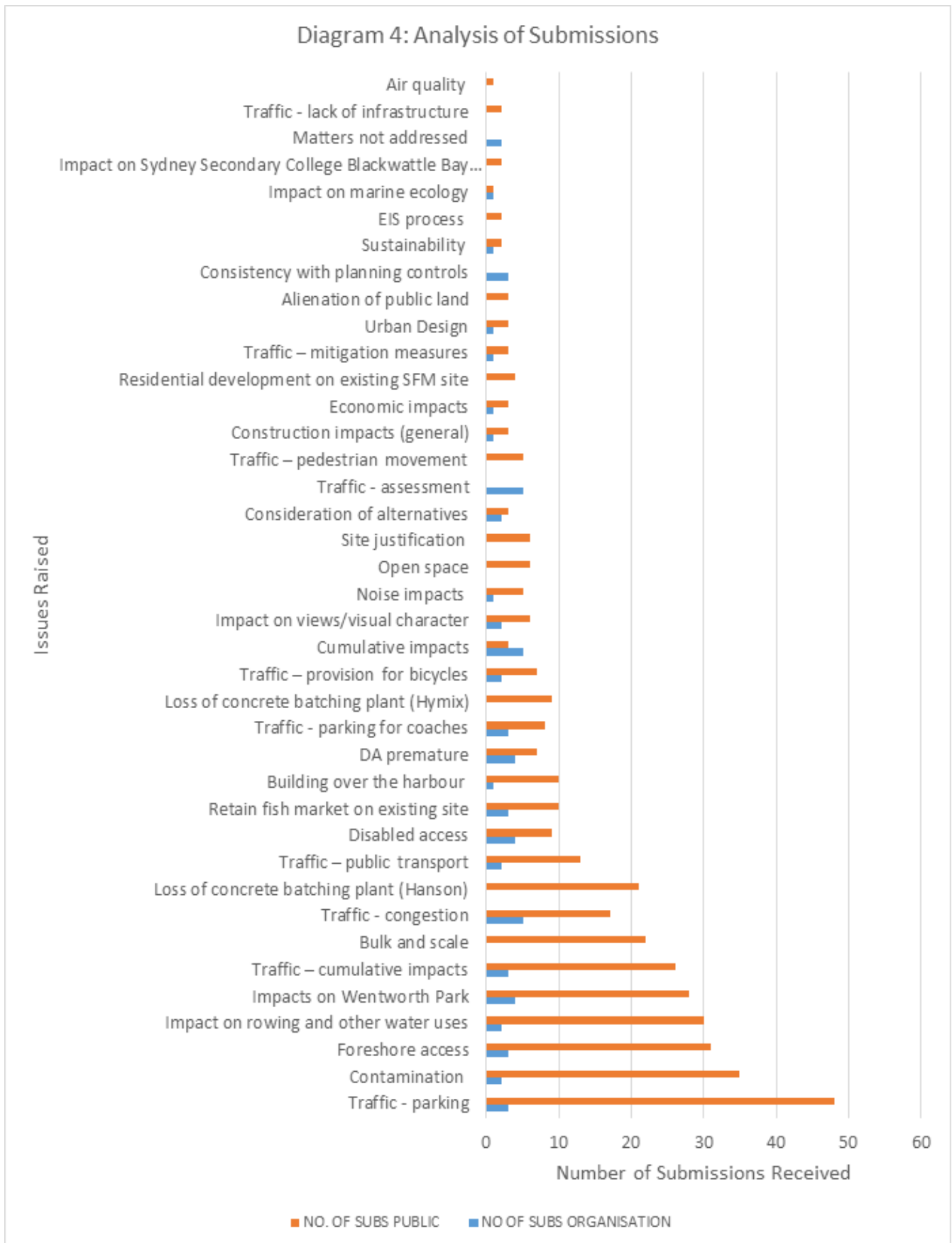


Diagram 4 identifies the topics raised in the submissions. Over half (53%) of all submissions from organisations and the public raised traffic related issues with adequacy of parking on site and potential parking on local streets being raised in 48 submissions. Other Issues raised most often in the submissions include:

- Contamination of sediments in the bay;
- Access along the foreshore;
- Impact on the rowing course;
- Impact on Wentworth Park;
- Urban design (bulk and scale).

Diagram 4: Analysis of Submissions



3. RESPONSES TO MATTERS RAISED BY THE DEPARTMENT OF PLANNING, INDUSTRY AND ENVIRONMENT

DPIE wrote to the applicant on 28 November 2019, after the exhibition period, requesting a response to the matters raised in the submissions.

DPIE undertook an assessment of the EIS and, in addition to the issues raised in submissions, required that specified additional matters be addressed in full. This section responds to these matters identified by DPIE.

3.1 Public Domain/ Public Accessibility

The NSW Department of Planning, Industry and Environment has requested the following matters to be addressed:

Please provide a comparison of the existing and proposed public domain/accessible areas, including before and after statistics on:

- *footprint of building structures over the water (m²)*
- *linear metres of pedestrian access along the waterfront*
- *the footprint of wharves/navigation structures (m² and linear metres), by type of vessel serviced: publicly accessible to all; publicly accessible (e.g. cruises); fish market use only; and private use only*

In addition, please provide plans clearly illustrating the existing and proposed public domain/accessible areas.

The diagrams in Appendix 1 provide a response to this request indicating:

- the additional footprint of building structures over the water (21,450 square metres);
- linear metres of pedestrian access along the waterfront – 489 metres compared with Nil at present;
- footprint and length of private (Sydney Fish Market) operational wharves (1,970 square metres and 418 linear metres;
- footprint and length of public ferry and recreational wharf (980 square metres and 189 linear metres;

The diagrams in Appendix 1 includes a drawing showing the extent of proposed public domain/accessible areas.

3.2 Urban Design

The NSW Department of Planning, Industry and Environment has requested the following urban design matters to be addressed:

- (a) The commentary/advice from the Design Review Panel meeting held on 23 September 2019 (Meeting 10) is to be addressed. A further meeting shall be held with the Design Review Panel prior to finalisation of the design and submission of the RfS.*
- (b) Please review the presentation of the plant facilities (around 54m long or 70m with the driveways) along Bridge Road to provide greater surveillance and activation. If this is not possible, explain why and provide details of the options considered. Otherwise, outline methods to ensure a high-quality presentation is provided along the main street frontage (at ground level), including consideration of art and heritage interpretation.*
- (c) Confirm no additional utility services (substation, fire boosters) would be needed along the Bridge Road elevation at ground level. Any additional utility services shall be integrated into the design.*
- (d) Clarify/confirm the glazing/façade details in terms of visual permeability to the ground level auction and trading hall to Bridge Road, given this will provide visual interest and activation to Bridge Road and to Wentworth Park.*
- (e) Clarify the use of the north-eastern ground floor area (adjoining waterfront promenade to the steps), given the area will have high visibility and appears to be a long narrow circulation space.*
- (f) It is noted the western public lift is partially recessed from view along Bridge Road. Measures to address safety within this area should be considered.*

3.2.1 Design Review Panel commentary

A Design Review Panel meeting was held on Thursday 13 February (Meeting 11) to address the commentary/advice from Meeting 10 of 23 September 2019. This will be one of a number of ongoing meetings during the design development process being part of the Design Excellence Strategy prepared by the Government Architect NSW (Appendix 2 of the EIS and as described in Section 6.1 of the EIS). This strategy has been supported by community engagement workshops directed towards a design solution focused on maintaining the authenticity of the working fish market whilst ensuring public access to the waterfront and improving amenities of the site.

3.2.2 Review plant rooms along Bridge Road and confirm and additional utility services (substation, fire boosters) required

The electrical demands of the development are significant given the produce storage and movement requirements of the operational fish market, which is unique

to the development. This has led to the requirement for three (3) substations, which have been located at the south western corner of Bridge Road. The consolidation of these substations increase the active program on Bridge Road by minimizing plant area as the combined plant area allows for shared circulation/reticulation, enforces the legibility of the facade and ground floor planning, and limits the impact of clearways and Ausgrid requirements on the public domain.

Options to separate the substations, leaving only two (2) substations on ground at the south western corner, were studied, but deemed unfeasible. This included:

- Substation beneath the eastern promenade stair. Clear height; access and reticulation requirements meant the creation of a significant blank facade at the north eastern corner.
- Substation in the basement. Position beneath the water level; clear height; access and reticulation requirements meant this was not a feasible option.

Consideration is being given to measures for an attractive solution to the presentation to Bridge Road through the activation of the louvred facade, with a potential for active signage/public art installation to be integrated with the design. These solutions will be developed and discussed with the Design Review Panel as part of the design excellence strategy for the project.

3.2.3 Confirm no additional utility services (substation, fire boosters) would be needed along the Bridge Road elevation at ground level. Any additional utility services shall be integrated into the design.

The Bridge Road elevation at ground level has been conceived with requirements for services - provision for plant and services has been consolidated to the south western corner to maximize views into the operational and public programs of the SFM, providing activation to Bridge Road. Additional services, if required post tender, would need to be incorporated within the current facade design, which limits the services to areas behind louvres.

Several smaller utility services such as external fire boosters are required and will be incorporated into the public domain. Locations will be determined through the design excellence process.

3.2.4 Clarify/confirm the glazing/façade details in terms of visual permeability to the ground level auction and trading hall to Bridge Road

The glazing being specified at the perimeter of the auction and trading hall will have target a visible light transmission (VLT) of 70%, ensuring a high level of transparency into the activities of the operational area.

3.2.5 Clarify the use of the north-eastern ground floor area (adjoining waterfront promenade to the steps), given the area will have high visibility and appears to be a long narrow circulation space.

The north-eastern ground floor area will be a permanent exhibition space for digital or physical displays, and is an extension of the north-east exhibition space.

Appendix 2 provides sketches describing potential opportunities for these spaces which will be further developed during the design development process.

3.2.6 It is noted the western public lift is partially recessed from view along Bridge Road. Measures to address safety within this area should be considered.

The western public lift is partially recessed into the promenade stairs, behind the drip line of the canopy roof, to enable covered (roof) access, whilst also providing an equitable solution which sees users land adjacent to the main boulevard on the upper ground floor.

CCTV cameras will provide further surveillance.

Natural surveillance is achieved via appropriate street lighting and accessibility friendly footpath and direct visibility from the lift entry to Bridge Road public domain.

Signage and wayfinding will establish clear directions to lift access and provide delineation between public and private spaces.

3.3 Heritage

The NSW Department of Planning, Industry and Environment has requested the following to be provided addressed:

- *Provide a Heritage Interpretation Strategy, to help guide a subsequent Heritage Interpretation Plan, including themes, reuse opportunities, integration with the public domain and art strategy, and the active areas of the site.*

A Heritage Interpretation Strategy is provided in Appendix 3.

3.4 Signage

The NSW Department of Planning, Industry and Environment has requested the following to be provided:

- *Provide a signage strategy for the proposal, with guidance from the architect(s), to ensure future signage is integrated into the building design*

(noting details and tenancy signage may follow in subsequent DAs). Principles and zones for external signage should also be outlined as appropriate.

A signage and wayfinding strategy is provided in Appendix 4. This builds on the design principles included in the Design Report accompanying the development application (Appendix 2 of A3 Volume of the EIS) and seeks to ensure an integrated approach to wayfinding and signage integrated into the design of the building. Wayfinding and general signage are being considered together in an integrated manner.

3.5 Ecologically Sustainable Development

The NSW Department of Planning, Industry and Environment has requested the following be addressed:

- *Clarify the commitment to use the roof structure for solar power generation, noting 'consideration' is given to solar roof cells meeting 5% of electricity load in the Ecologically Sustainable Development report.*

The NSW Government has approached the new Sydney Fish Market project with the specific goal of pushing the boundaries of ecological sustainability by targeting world class initiatives. The development is committed to achieving a 5 Star Green Star rating and is targeting a 6 Star Green Star rating. Among the range of measures that are planned to be implemented to meet the committed 5 Star rating is a 335kW solar system using integrated photovoltaic cells (PV) on the roof of the building. This is equivalent to 67 average residential PV systems (5kW).

3.6 Parking and Loading

The NSW Department of Planning, Industry and Environment has requested the following be addressed:

- (a) Provide a Loading Management Plan, including operating hours, measures to minimise noise disturbance, on-site management and safety, expected volumes, times and general management to ensure safety and reasonably mitigated impacts upon the traffic network and neighbours.*
- (b) Confirm that the basement parking layout meets Australian Standards.*
- (c) The Basement Plan appears to indicate a lift or pit below the ground floor lobby off Bridge Road (east of grid line 7). Please provide clarification on this item.*

A preliminary Loading Dock Management Plan has been prepared (Appendix 5).

JMT Consulting have reviewed the basement parking layout and confirm that the layout has been designed in accordance with Australian Standards.



The symbol shown on the basement drawing below the ground floor lobby off Bridge Road (east of grid line 7) represents a hydraulic pump location.

3.7 Operational Matters

The NSW Department of Planning, Industry and Environment has requested the following be addressed:

Confirm the toilet numbers will meet the expected demand from retail uses, public promenade use and potential public events, using BCA rates. This did not appear to be addressed in the BCA Capability report, and given the expected number of visitors, the availability of public toilets is important.

The amenity numbers have been determined to service the estimated peak population based on existing visitation data, assessment of potential future visitation and the pedestrian modelling undertaken. This assumes a maximum population of 3000 visitors, distributed across the public levels of the fish market. The amenities available at each floor have been developed to serve the anticipated population as determined by the BCA deemed to satisfy ratios, along with the known occupation numbers in the operational areas.

Provision of temporary amenities will be required during special public events if the peak population is expected to exceed 3,000 visitors.

3.8 Amenity Impacts

The NSW Department of Planning, Industry and Environment has requested the following be addressed:

(a) Provide a view impact assessment from within private properties surrounding the site, noting the visual impact assessment by Cloustons is from public areas only and private view impacts are raised as a concern in public submissions.

(b) As noted within the Acoustic Assessment report, the project team were to further engage with the representatives of the residential apartments at 84 Wentworth Park Road to discuss the acoustic impacts and potential preferred additional mitigation measures. Details of the outcome of this engagement shall be provided.

(c) Confirm the shadow diagrams included the survey data of existing trees and show/differentiate existing and proposed additional shadows relative to existing tree shadows as has been done for existing buildings (so the 'additional' shadows to Wentworth Park are clearer).

3.8.1 View impact assessment from within private properties

As discussed with DPIE, one submission from residents in Darghan Street raised the issue of view loss. Additional visual impact assessment of impact on views from this property has been undertaken and an amended Landscape Character and Visual Impact Assessment has been prepared (Appendix 7). Views from these private properties would change as a result of the development with views of the existing cement works building replaced by views of the new building with additional city skyline views available by the demolition of the cement works. Views to most of Blackwattle Bay and to Anzac Bridge would be retained.

Areas immediately surrounding the proposal are public realm (existing fish market, Wentworth Park, Bridge Road and Blackwattle Bay Park etc.) which leads to high visual accessibility from the public realm, while also noting the importance of public views in relation to private views. Viewpoint 14 (within Glebe) and viewpoint 18 (Pymont) of the *Landscape Character and Visual Impact Assessment* (Appendix 7 of the A3 Volume to the EIS accompanying the development application) were included as representative of other surrounding private residences. It was observed within both of these areas that the housing types were predominately terraced or not detached housing, with the front and rear of the dwellings orientated on a roughly west to east axis as opposed to a north to south access towards the site if the proposed development which limits direct views. Furthermore, a significant amount of existing mature vegetation both within the boundaries of private residences as well as in the public domains (streets etc.) further limits views towards the proposal.

3.8.2 Discussions with 84 Wentworth Park Road

A meeting with the representative from 84 Wentworth Park Road was held on 13 November 2019. Consultation will continue with the representatives, INSW and the future D&C contractors (when they are appointed).

SLR will carry out an inspection of the units in 84 Wentworth Park Road and further acoustic assessment will be undertaken. This will inform the requirement for any further acoustic treatments in accordance with the recommendations of the Noise Impact Assessment (Appendix 19 of the EIS).

3.8.3 Confirm shadow diagrams

The shadow diagrams in the SSD-DA report have incorporated Rygate survey (April 2018) of existing Moreton Bay Fig trees height north of Wentworth Park.

3.9 Fire Engineering

The NSW Department of Planning, Industry and Environment has requested the following be addressed:

A Fire Engineering Report is to be submitted and any recommendations regarding building design shall be incorporated within the architectural plans.

A fire engineering statement was submitted with the development application (Appendix 17A of the EIS). Fire engineering advice is on-going and comprehensive for this development to identify appropriate performance solutions where required.

3.10 Owner's Consent

The NSW Department of Planning, Industry and Environment has requested the following be addressed:

Owner's consent shall be provided for all the lots.

Details of notification of landowners in accordance with Clause 49(2) has been provided under separate cover.

4. CONSIDERATION OF SUBMISSIONS

The following table and sections of this report provides a response to the matters raised in submissions made during and after the exhibition period from agencies, organisations and members of the public presents a summary of the issues raised in the submissions and the proponent's response to the submissions.

4.1 Submissions from public agencies

Comments on the development application were received from 11 agencies:

- Ausgrid
- Department of Primary Industries
- Port Authority of New South Wales
- Heritage Council of NSW
- TfNSW
- Office of Environment and Heritage
- Roads and Maritime Services Division
- NSW Health - Sydney Local Health District
- DPIE Water and Natural Resources Access Regulator
- EPA
- City of Sydney

These submissions have been considered in detail and the applicant's response is presented in the following table.

Table 1 – Response to Submissions from Government Agencies

| Agency | Matter Raised | Submission | Response |
|-----------------------------------|-----------------------|---|---|
| Ausgrid | Services | Ausgrid has reviewed the EIS and in particular Appendix 14 and has no further submission at this time | Noted. |
| Department of Primary Industries | Biodiversity | The Department of Primary Industries has reviewed the proposal and advises that all permanent seawalls and foreshore structures must be fish friendly (refer to the Environmentally Friendly Seawalls Guidelines, OEH 2009) with the aim of increasing aquatic biodiversity in the area. | The Marine Ecology Assessment (Appendix 8 of the EIS) provides details of habitat opportunities to be considered habitat improvement opportunities presented by construction of the new Sydney Fish Market. It recommended the preparation of an aquatic biodiversity management plan (ABMP) during the detailed design phase of the building. The OEH guidelines can be considered as part of this process. |
| Port Authority of New South Wales | Approval requirements | <p>Please note that written approval of the Harbour Master is required for any proposed works (whether undertaken in relation to a Port Authority facility or not) that will disturb the bed of a port or otherwise captured by clause 67ZN of the Ports and Maritime Administration Regulation 2012.</p> <p>Clause 67ZN of the Ports and Maritime Administration Regulation 2012 states: <i>"A person must not use drags, grapplings, or other apparatus for lifting any object or material from the bed of a port described in Schedule 1, or otherwise disturb any such bed in any way, except with the written permission of the relevant harbour master and in accordance with the conditions attaching to such permission"</i></p> <p>The Harbour Master approval process includes providing Port Authority with all final documentation (assessment reports and plans) for review together with a completed Harbour Master Approval Form.</p> <p>The Harbour Master may impose conditions on any approval to disturb the sea bed</p> | Noted. All necessary subsequent approvals under the Ports and Maritime Administration Regulation 2012 will be obtained. |
| | Navigation | <p>The Navigation Impact Assessment prepared by Haskoning Australia Pty Ltd dated 20 September 2019 states in Section 4.8 Summary of Mitigation Measures: <i>"Approaching and departing vessels using the new Sydney Fish Market wharves would need to keep a proper lookout at all times and vessels other than ferries should give way to passive recreational crafts. These navigation requirements should be written into the 'berthing rules' and/or a Plan of Management and included as part of the berthing agreement and planning documentation for use of the wharf facilities"</i>. It appears that this particular mitigation measure is a departure from The International Regulations for Preventing Collisions at Sea 1972 (COLREGs), and therefore it may be seen as an inappropriate mitigation measure for vessels other than ferries to give way to passive recreational crafts</p> <p>The Navigation Impact Assessment prepared by Haskoning Australia Pty Ltd dated 20 September 2019 states in Section 4.8 that the preparation of a Vessel Traffic Management Plan (VTMP) is considered an adequate measure to minimise and mitigate potential navigation impacts from the proposed development</p> | <p>This approach has been taken by the Sydney Super Yacht Marina who have a similar potential for vessel interaction due to the rowing course passing alongside marina berths on the northern side of Rozelle Bay. It is considered an appropriate mitigation measure given the high level of passive recreation activity within Rozelle Bay and Blackwattle Bay.</p> <p>This can be addressed by condition of consent.</p> |

| Agency | Matter Raised | Submission | Response |
|-------------------------|-----------------------------------|--|--|
| Heritage Council of NSW | Heritage | <p>It is noted the proposed development is located at a sufficient distance to the north of Glebe and Wentworth Park Railway Viaducts separated by Pyrmont Bridge Road, and there would be no direct impacts on the item. The HIS states there would be no major adverse impacts on key views, given the scale and high quality contemporary design of the fish market building. Additionally, the design features sweeping stair promenades providing for views to Wentworth Park and the viaducts. However, it is noted the design would have some impact on the landmark qualities of the item as viewed along the Glebe foreshore. Section 11.1 of the HIS recommends mitigation measures including preparation and implementation of an interpretation plan as part of the project. Should the Department approve the application, the mitigatory measures recommended by the HIS must form part of the Conditions of Consent. In addition, during construction works, vibration monitoring, and structural assessments must be carried out to ensure vibration levels remain below appropriate limits for heritage listed buildings and structures located in the vicinity including the SHR item. These limits must take into consideration the structural condition and heritage values of these buildings and structures.</p> <p>The Maritime Heritage Impact Assessment (HIA) undertaken by Comber Consultants has identified the potential for maritime heritage assessed to be of local significance to be impacted by the proposed works. It is noted that some parts of the significance assessment are not well substantiated, for example the claim that any 'relics' washed into the Bay from stormwater drains would be of significance. The HIA has recommended a series of mitigation measures to be undertaken. These include a heritage site induction to be undertaken by all employees, contractors and subcontractors. Monitoring by a suitable qualified and experienced archaeologist and the archaeological test excavation strategy as identified in Section 7 of the HIS. It is recommended that the mitigation measures and archaeological test excavation strategy outlined in the HIA be adopted and implemented.</p> | <p>This can be addressed by condition of consent.</p> <p>This can be addressed by condition of consent.</p> |
| TfNSW | Traffic - heavy vehicle movements | <p>The Transport Impact Assessment provides limited information on the heavy vehicle movements servicing the existing Fish Markets site, the forecast heavy vehicle movements or the existing and proposed loading and servicing profile.</p> <p>It is requested that the applicant provides the following, as part of the applicant's response to submissions:</p> <ul style="list-style-type: none"> • Traffic generation by heavy vehicles during the existing Fish Markets operation, including movement of heavy vehicles (by type and duration of stay) across a 24-hour period; • Details of the development's freight and servicing profile, including the forecast freight and servicing traffic volumes by vehicle size, frequency, time of day and duration of stay; • Assessment of the proposed loading and servicing facilities to adequately accommodate the future demand; and • Details of the management of deliveries, including the scheduling of delivery times (outside of peak periods where possible), controls on duration of stay and queuing. | <p>The additional details on heavy vehicle movements requested are provided in Section 2.1 of the supplementary transport report (Appendix 8). A draft Loading Dock Management Plan has been prepared and is provided at Appendix 5.</p> |
| | Traffic - TMP | <p>The Transport Impact Assessment provides limited information on the management of seasonal peaks and potential events from a transport perspective, including parking management. It is advised that a Traffic and Transport Management Plan needs to be developed to provide the safe and efficient management of traffic and transport operation during seasonal peaks. It is requested that the applicant be conditioned to prepare a Traffic and Transport Management Plan for seasonal peaks in consultation with the Sydney Coordination Office within TfNSW.</p> | <p>IINSW is happy to work with TfNSW to prepare a more detailed Traffic and Transport Management Plan for seasonal peaks prior to the opening of the new Sydney Fish Market.</p> |


| Agency | Matter Raised | Submission | Response |
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| | Traffic Assessment | <p>Roads and Maritime Services will provide detailed comments in relation to the traffic assessment.</p> <p>It is requested that the applicant addresses the issues raised by Roads and Maritime Services in the applicant's response to submissions.</p> | <p>Addressed in Section 3 of the supplementary transport report (Appendix 8).</p> |
| | Traffic - access arrangement | <p>It is noted that the Transport Impact Assessment identifies a dedicated vehicle drop off and pick up area outside the site fronting Bridge Road, to be used for buses, coaches and point to point transport vehicles as part of the proposed development.</p> <p>It is advised that:</p> <ul style="list-style-type: none"> • The applicant should not rely on the kerbside restrictions to conduct their business activities as kerbside restrictions are set to suit the wider community needs and are constantly subject to change based on transport network requirements; and • The lack of appropriate bus and coach parking and vehicle drop off and pick up area for the subject site has the potential to contribute to congestion road network adjacent to the site. <p>It is requested that the applicant provides the following, as part of the applicant's response to submissions:</p> <ul style="list-style-type: none"> • Forecast bus, coach and point to point vehicle movements by vehicle size, frequency, time of day and duration of stay; • Investigation into the provision of off-street bus and coach parking and vehicle drop off and pick up area, rather than reliance on on-street kerb space; • Assessment of the proposed bus and coach parking and vehicle drop off and pick up area to adequately accommodate the forecast demand. | <p>Addressed in Section 2.4 of the supplementary transport report (Appendix 8).</p> <p>The drop off / pick up lane sits outside of the current road reserve.</p> <p>Addressed in Section 2.4 of the supplementary transport report (Appendix 8)</p> <p>Addressed in Section 2.4 of the supplementary transport report (Appendix 8). The proposed pick up / drop off area has been found to have a capacity comfortably above the maximum forecast hourly demand. The drop off / pick up lane sits outside of the current road reserve.</p> <p>Addressed in Section 2.4 of the supplementary transport report (Appendix 8). The shared loading dock proposed as part of the new Sydney Fish Market development presents an opportunity to improve arrangements for coach parking with some parking spaces within the loading dock used (during off-peak times) to provide for parking for coaches waiting to pick up their passengers. Prior to the opening of the new facility, a management strategy is to be implemented to manage the movement of coaches within the site as well as offsite parking. This strategy will be developed in collaboration with the Western Harbour Alliance (led by Sydney Business Chamber, and including SFM, the Star and ICC as members). The Western Harbour Alliance have committed to developing a precinct parking strategy including consideration of the new Sydney Fish Market.</p> <p>Addressed in Section 2.4 of the supplementary transport report (Appendix 8). The proposed pick up / drop off area has been found to have a capacity comfortably above the maximum forecast hourly demand. The drop off / pick up lane sits outside of the current road reserve.</p> |
| | Traffic - provision for bicycles | <p>A new dedicated off-road cycling connection along Bridge Road adjacent to the frontage of the site is identified in the Transport Impact Assessment. However, details on the cycling connection and integration with the surrounding cycle network are not provided.</p> <p>It is requested that the applicant:</p> <ul style="list-style-type: none"> • Investigates providing new off-road cycling connection on Bridge Road in accordance with the relevant Austroads cycling standards; | <p>The issue of shared path for bicycles is addressed in detail in Section 2.5 of the supplementary transport report (Appendix 8). Alternatives have been considered and the proposed shared path is considered the most suitable.</p> |

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| | | <ul style="list-style-type: none"> • Further details on the off-road cycling connection and how it integrates with the surrounding cycle network and an assessment of road safety at key intersections and locations subject to pedestrian / vehicle / bicycle conflicts along Bridge Road be provided as part of the applicant's response to submissions; • Appropriate wayfinding and signage to assist staff and visitors in locating the light rail stops, bus stops and bicycle parking and end of trip facilities; and . • Bicycle parking and end of trip facilities in easily accessible locations. | <p>Integration with the surrounding cycle network is addressed in Section 2.5 of the supplementary transport report (Appendix 8). The provision of a shared path along the northern side of Bridge Road aligns with the broader City of Sydney bike network which includes a planned recreational route along the northern side of Bridge Road and through the existing Sydney Fish Market site to connect with the regional bike network at Miller Street, as well as link up with the existing recreational route along Blackwattle Bay.</p> <p>A signage and wayfinding strategy is provided in Appendix 4. This builds on the design principles included in the Design Report accompanying the development application (Appendix 2 of A3 Volume of the EIS) and seeks to ensure an integrated approach to wayfinding and signage integrated into the design of the building. Wayfinding and general signage are being considered together in an integrated manner.</p> <p>Bicycle parking for both staff and visitors will be provided as part of the proposed development. Visitor bicycle parking will be located in clearly visible locations within the public domain.</p> |
| | Traffic - Travel Plan | <p>The Traffic Impact Assessment provides an overview of the Travel Plan for the development, which outlines actions and strategies that could be implemented to encourage staff and visitors to travel to work using public and active transport.</p> <p>It is requested the applicant be conditioned to prepare a Travel Plan in consultation with the Sydney Coordination Office within TfNSW.</p> | This can be addressed by condition of consent. |
| | Traffic - construction traffic cumulative impacts | <p>Several construction projects, including Bays Market District, Sydney Metro City and Southwest, Western Harbour Tunnel and WestConnex, are likely to occur at the same time as this development. The cumulative increase in construction vehicle movements from these projects could have the potential to impact on general traffic and bus operations, as well as the safety of pedestrians and cyclists particularly during commuter peak periods.</p> <p>It is requested the applicant be conditioned to prepare a Construction Pedestrian and Traffic Management Plan in consultation with Roads and Maritime Services and the Sydney Coordination Office within TfNSW.</p> | This can be addressed by condition of consent. |
| Office of Environment | Aboriginal Cultural Heritage | EES has reviewed the Aboriginal Cultural Heritage Report prepared by Artefact dated July 2017 and updated 1 August 2018 and 27 August 2019 and recommends that should approval be granted for the proposal the recommendations within the report be included as conditions of consent. | This can be addressed by condition of consent. |

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| and Heritage | Biodiversity | EES have reviewed the Biodiversity Development Assessment Report prepared by Eco Logical dated 2 April 2019, and notes that existing buildings and structures on site may provide roosting habitat for threatened microbat species, including Southern Myotis, Greater Broad-nosed Bat and Eastern False Pipistrelle. There are several recent records of these species from the locality. It does not appear that any targeted surveys were undertaken of the buildings or other structures to search for evidence of microbats. It is noted that the Likelihood of Occurrence Assessment (Appendix A) of the BDAR assesses the likelihood of occurrence of several microbat species, however the likelihood that they may utilise buildings and other structures on site is not discussed, so it is not clear if it was a consideration in the assessment. Therefore, it is recommended that further advice is sought from the proponents, to ensure that this issue is addressed. | INSW have contracted Ecological to conduct further field work using ultrasonic recorders placed around potential habitat, such as the derelict building and beneath the wharf. Ecological will consult with EES regarding survey effort and target species. Appropriate management measures will be incorporated where required. |
| | Flooding | EES have reviewed the relevant Flooding and Water Quality Assessment Report prepared by Cardno dated 1 October 2019 and agrees that there are no adverse impacts on the site, adjacent properties and roads from the redevelopment proposal. There are no outstanding issues remaining in terms of flood risk assessment. | Noted. |
| | Biodiversity | The Marine Ecology Assessment prepared by Eco Logical Australia dated 2 April 2019 contained within the EIS has adequately assessed the potential for construction of the fish markets, and ongoing use, to impact on the marine ecology of Blackwattle Bay. The main threat will be increased turbidity during removal of existing piles and placing of new ones. Sediments in and around the bay are highly contaminated with a variety of toxins. These toxins, generally bound to fine sediments and particulate matter, will be resuspended and remobilised. Therefore, silt curtains and other best practice must be employed to minimise potential for impact to biota. Such measures are recommended within the report. Given the poor condition of the bay and the paucity of in situ biota (other than annelid worms), any impacts will likely be temporary. The recommended use of Water Sensitive Urban Design (WSUD) strategies (such as biofiltration units and Jellyfish filters) will ameliorate the impacts of future stormwater inputs from the site, and should approval be granted for the proposal these strategies should be included as conditions of consent. | Noted. |
| Roads and Maritime Services Division | Concurrence | Roads and Maritime has reviewed the submitted application and does not provide concurrence for the proposed development application. The following additional information shall be provided: | The concurrence of the RMS is not required for a consent to this development application. The applicant has undertaken further consultation with TfNSW (formerly RMS) on their comments on the application and have provided additional information to the TfNSW as requested. |
| | Traffic - assessment | The proponent shall provide the electronic copies of all SIDRA model files for review. Survey data shall be provided to validate the volumes used for the SIDRA modelling. Justification shall be provided for use of any survey data that is not current. TCS1200 (Pyrmont Bridge/Wattle) is coordinated with TCS230 (Pyrmont Bridge/Western Distributor/Bank St). TCS1835 (Pyrmont Bridge Rd/Pyrmont Bridge St), TCS5 (Pyrmont Bridge/Harris) and TCS230 are also coordinated. Modelling is to be revised to reflect the TCS coordination. | Addressed in Section 3 of the supplementary transport report (Appendix 8). SIDRA models have been provided to TfNSW. Addressed in Section 3 of the supplementary transport report (Appendix 8). Survey data has been provided to TfNSW, and justification for the use of 2017 is provided in Section 3.3 of Appendix 8. Addressed in Section 3 of the supplementary transport report (Appendix 8). Following discussions with TfNSW, a SIDRA Network model has been developed which considers the operation of these intersections as a network rather than in isolation. The results of the SIDRA network modelling are detailed in Section 3.6 of Appendix 8. |

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| | | <p>The proposed new TCS at Wentworth Park Rd/Bridge Rd intersection is within close proximity to TCS1200 and TCS230. The new proposed signals will need to be coordinated with TCS1200 and TCS230.</p> <p>While pedestrian amenity will be improved, the installation of a marked foot crossing on the eastern approach of Bridge Road along with the removal of the slip lane from Wattle Street will result in delays for all vehicles coming from Wattle Road due to the requirement for full pedestrian protection. An exemption of this pedestrian leg should be sought or use of flashing amber arrows used to increase traffic flow.</p> <p>Additional justification shall be provided for the removal of the left turn slip lane at TCS1200 considering the high importance of this section to the network.</p> <p>Figures 75, 76 and 77 suggest that TCS230, TCS5 and TCS1835 will have negligible impacts when there are increased traffic volumes, new intersections and significant increases in inefficiencies at TCS1200. Currently traffic that approaches TCS1200 and traffic along Bridge Road must travel through TCS230. With the new proposed layout at TCS1200 significant increases in delays are expected at TCS230 if the new pedestrian crossing at TCS1200 is introduced. Also, the left turn from Wattle Street into Pymont Bridge Rd will further impact the network.</p> <p>Modelling has not been shown at the Pymont Bridge Rd / Western Distributor intersection. However, modelling results at Pymont Bridge Rd / Wattle St show that the future scenario queue lengths will extend beyond this intersection.</p> <p>Pedestrian protection shall be provided for the dual right turns from Wattle Street into Bridge Road (TCS1200). The new pedestrian crossing at the northern approach of Pymont Bridge Road will also need to be reflected in the modelling.</p> <p>The proposed increase in road level along Bridge Road between Wattle Street and Wentworth Park Road will require removal of a significant amount of foliage from the established Moreton Bay fig trees. These are considered to be highly important to the community and should be protected where possible. Furthermore the increase in finished levels along Bridge Road will potentially exacerbate localised flooding on the surrounding road network.</p> <p>There is expected to be a high number of pedestrians walking throughout the front promenade. Consideration shall be provided for a dedicated cycle way as the shared path will likely introduce safety concerns when mixed with moderate to high speed commuter cyclists.</p> | <p>Addressed in Section 3 of the supplementary transport report (Appendix 8). Following discussions with TfNSW, a SIDRA Network model has been developed which considers the operation of these intersections as a network rather than in isolation. The results of the SIDRA network modelling are detailed in Section 3.6 of Appendix 8.</p> <p>Addressed in Section 3 of the supplementary transport report (Appendix 8). Traffic modelling has confirmed that the proposed changes to the Bridge Road / Wattle Street intersection result in acceptable impacts on the road network, as detailed in Section 3.6 of this document. Further justification for the removal of the slip lane is provided in Section 3.4 of Appendix 8.</p> <p>Addressed in Section 3 of the supplementary transport report (Appendix 8). Traffic modelling has confirmed that the proposed changes to the Bridge Road / Wattle Street intersection result in acceptable impacts on the road network, as detailed in Section 3.6 of this document. Further justification for the removal of the slip lane is provided in Section 3.4 of Appendix 8.</p> <p>Addressed in Section 3 of the supplementary transport report (Appendix 8). The traffic modelling indicates that all intersections on the Bridge Road corridor, including at the Western Distributor, operate at acceptable levels of service, with no major changes between the 'existing' and 'future' year scenarios.</p> <p>Addressed in Section 3 of the supplementary transport report (Appendix 8). The updated traffic modelling has included the Pymont Bridge Rd / Western Distributor intersection.</p> <p>Addressed in Section 3 of the supplementary transport report (Appendix 8). The modelling has considered appropriate levels of pedestrian protection.</p> <p>The arboriculture impact assessment contained in Appendix 9 addressed the required pruning of the fig trees and appropriate mitigation measures.</p> <p>Flooding impacts have been addressed by Cardno (Appendix 12 of the EIS).</p> <p>Justification for the introduction of a shared path along Bridge Road, rather than a dedicated cycleway, is discussed in Section 2.5 of Appendix 8.</p> |
| NSW Health - Sydney Local Health District | Contamination | <p>We note that there may be a surface water feature or pool in place in the south-eastern portion of the site. It is noted that it is unclear if the pool will be lined as such that there will be no direct contact exposures to soils/sediments, and also if swimming will be permitted in this area. The report states that the only potential human health exposure pathways for commercial users of the site will comprise of inhalation (gas/vapour) pathways (p40), whereas on p39 it is stated all results identified below the adopted criteria under a recreational use scenario – would this include ingestion of water/sediment</p> | <p>There is no surface water feature/pool, rather an exposed area to the existing harbour. No swimming will be permitted. In order to prevent the potential for direct contact exposure pathways (in unmanaged land-use scenarios) to soils/sediments within the walls and base of the water feature - a barrier layer will be required to be constructed comprising either appropriate liner or imported fill materials (such as sandstone) to</p> |

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| | | and dermal exposure? Not much information is given about this specific scenario. Should a pool/recreational water area be built, exploring this scenario in more detail is recommended. Further, it is important to keep in mind that splash parks and pools have to follow the relevant NSW Health guidelines: https://www.health.nsw.gov.au/environment/publicpools/Pages/default.aspx Further, the chemical risk assessment in this appendix does not mention dioxins, a well-known contaminant of Sydney Harbour. It is unclear whether dioxins have been included in one of the chemical groups tested. | preclude access to the underlying soils/sediments. With respect to dioxins, given that the conceptual site model (CSM) of the site under the proposed development will preclude any direct contact pathways to soils/sediments - dioxins (if present), cannot present a potential health risk to future site users. On this basis, dioxins (if present) in site sediments could only pose a risk to the environment. Sediments within the extent of the development site have already been reported to be impacted with metals, TRH and PAHs at similar levels to those found within the greater Blackwattle Bay area. However, consistent with EPA (2017) guidance, in which remediation should not proceed in the event that it is likely to cause a greater adverse effect than leaving the site in its current condition with regard to contamination, it is considered that sediments should not be actively remediated as it will likely result in adverse impacts through requirements for excavation, dewatering, ASS treatment and off-site disposal of the resulting stabilised material to landfill. Moreover, it will likely not result in any meaningful environmental outcomes within the context of the highly disturbed conditions of Blackwattle Bay in which sediments with elevated levels of contaminants have been reported throughout the entire Bay. |
| | Air Quality | In order to categorise the sensitivity of an area to dust soiling effects, only the closest building corner Wentworth Park Rd and Bridge Rd has been taken into account. It is unclear whether this is the only residential building within <50m of the building site? Please clarify. | The image below illustrates the 50 m buffer from the area disturbed during the Stage 1 works. As illustrated, the only residential building that falls within the 50 m buffer zone is 84 Wentworth Park Road which contains 7 Strata lots. It is noted that Kauri Foreshore Hotel also falls within the 50 m buffer zone. It is understood that the Kauri Foreshore Hotel is primarily a food/music venue with no accommodation options offered. Given this, the number of receptors within 50 m from the demolition works is expected to be below 100, which is in line with what was assumed by the Air Quality Assessment. |

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| | | <p>The second paragraph states there is a 'low risk' of adverse dust soiling and human health impacts – however Table 9 states the preliminary risk for both demolition and earthworks is classified as 'medium risk'. Please explain these discrepancies.</p> <p>Table 11 describes the residual impacts from earthworks and construction will be 'low risk'. In the paragraph below the table, the residual impacts post mitigation however is described as anticipated to be 'negligible'. Please explain these discrepancies.</p> <p>The nearest existing residential receptor has been identified as being located approximately 50m of the project site boundary, at the corner of Bridge Rd and Wentworth Park Rd. Are there any other sensitive receptors within 350m from the boundary of the site and within 500m from the site entrance? Please clarify.</p> |  <p>This relates to the Stage 1 Air Quality Assessment and has been addressed in the response to submissions for the Concept DA. The preliminary risk for various activities as reported in the Stage 2 Air Quality Assessment report are accurate.</p> <p>This relates to the Stage 1 Air Quality Assessment and has been addressed in the response to submissions for the Concept DA. The residual risk for various activities as reported in the Stage 2 Air Quality Assessment report are accurate.</p> <p>Section 2.1 and Section 6.2.1 of the Stage 2 Air Quality Assessment report (Appendix 18 of the EIS) acknowledge the presence of additional sensitive receptors in the area surrounding the site. Identification of sensitive receptors within 350 m from the boundary and 500 m from the site entrance relates to Step 1 of the IAQM methodology, with no assessment required if there are no receptors within the abovementioned distances. It is noted that the construction air quality assessment and its recommendations have been based on impacts at the nearest sensitive receptors. The health and amenity related impacts associated with the construction works at receptors located further away from the site will be lower than those experienced by the closest receptors.</p> |

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| | | <p>The risk assessment of odour impacts has been assessed as intermediate significance for cooking, intermediate to minor significance for handling/processing and storage of seafood and waste, intermediate significance for polystyrene recycling, and also intermediate significance for the wastewater treatment plant on site. In order to further reduce the impact of odours from all these sources, we strongly suggest additional mitigation measures be put in place to reduce or remove these impacts as discussed in section 7.4.</p> | <p>As outlined in the Stage 2 Air Quality Assessment report, detailed information on the operational activities within the buildings (ventilation rates, pollution control systems, potential emission rates, location of ventilation stacks, etc.) were not available at the time of preparing the report.</p> <p>Since completing the report, further developments have been made by the Project design team and the following additional mitigation measures have been adopted:</p> <ul style="list-style-type: none"> • Wastewater Treatment Rooms: Mechanical exhaust with carbon filtration above roof • Retail food tenancies: Kitchen exhaust treatment system with carbon filtration discharging to above roof • Wholesale Areas: Low temperature areas (maintained between 14°C and 20 °C with minimum 1.5 air changes an hour of ventilation air • Waste Management rooms: Air conditioned spaces with exhaust air discharging to above roof • Offal rooms: Allocated cool room maintained at or below 5°C for storage before being removed from site. <p>It is expected that by installing activated carbon filters on retail food tenancy kitchen exhausts, wastewater treatment rooms (housing DAF and rotational screens), the residual risk of odour impacts associated with cooking and wastewater treatment activities would reduce to neutral significance.</p> <p>Maintaining low temperatures within the wholesale area and waste management rooms and allocating cool rooms for the storage of offal is expected to significantly reduce odour generation from these sources and would reduce the residual risk to neutral significance.</p> <p>The polystyrene recycling equipment is proposed to be located in an enclosed room with exhaust ventilation for the space discharging above the roof. At this stage, no additional odour controls are deemed to be required. However, should further design development identify a need for additional odour control, options presented in Section 7.4 of the Stage 2 Air Quality Assessment report will be considered and appropriate measures will be implemented to ensure odours from this activity do not cause adverse impacts at nearby receptors.</p> |
| | Noise Impact | <p>Noise levels associated with construction are predicted to exceed NMLs for some nearby sensitive receivers including residences and commercial premises inNCA3, and a school and commercial premises in NCA4. It is appreciated, as outlined in Appendix 19, that the exceedances are modelled on the predicted worst case noise production on the most impacted receivers in each area, and that it is likely that these levels are expected to only be reached for a small number of short periods within the construction period. However, given that the predicted worst case construction noise is anticipated to exceed the “highly noise affected” NML of 75dBfor the worst impacted residential receivers in NCA3, and that the predicted exceedances inNCA4 include a school, it is important that all feasible and reasonable noise mitigation strategies are applied to minimise the risk of adverse</p> | <p>Agreed. The Construction Noise & Vibration Impact Assessment included in the SSDA Noise Impact Assessment is necessarily preliminary in nature given the stage the project is in. It is also based on preliminary "likely" worst-case construction scenarios provided for assessment. When the project progresses and a builder is appointed, they will be responsible for providing an updated Construction Noise & Vibration Impact Assessment and Management Plan using the final construction methods and including all reasonable and feasible mitigation and management measures as required by the NSW Interim Construction Noise Guideline.</p> |

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| | | health impacts to sensitive people from excessive noise. | |
| | | <p>It is predicted that residences at 84 Wentworth Park Road will experience residual operational noise exceedances from the loading docks (and associated trucks) of up to 4dB at night even when accounting for the effect of noise mitigation strategies at the noise source. Elevated operational industrial night noise has the potential to chronically affect sleep. Therefore, as identified in Appendix 19, it is critical that the proponent work with residents of 84 Wentworth Park Road and investigate the current noise abatement features of the residences, with a potential view to additional noise mitigation treatment being applied to the building as required.</p> <p>The project noise trigger daytime noise trigger level for "Corner of Wentworth Park and Bridge Road, Glebe" (84 Wentworth Park Road) is listed at 59dB in Table 14 but 63dB in Table 22. This should be reconciled or clarified. Also in the text below Table 22 it states that there was a minor exceedance of the PNTL at the nearest receiver in the NCA4 during the night-time assessment period, however in Table 44 there is no exceedance.</p> <p>The results of the LO4 logger near the corner of Bridge Road and Wattle Street have been used as representative of 84 Wentworth Park Road as they are both on Bridge Road. As 84 Wentworth Park Road is predicted to be the most severely impacted sensitive receptor during both construction and operation of this project, we recommend considering collection of baseline noise measurements from that actual address. Accurate data for the address will increase the accuracy of noise exceedance predictions, and maximise the chances of successfully mitigating noise impacts from the project on that address.</p> | <p>A meeting with the representative from 84 Wentworth Park Road was held on 13 November 2019. Consultation will continue with the representatives, INSW and the future D&C contractors (when they are appointed). SLR will carry out an inspection of the units in 84 Wentworth Park Road and further acoustic assessment will be undertaken. This will inform the requirement for any further acoustic treatments in accordance with the recommendations of the Noise Impact Assessment (Appendix 19 of the EIS).</p> <p>The first sentence in this comment correctly identifies a typo in Table 22, The correct PNTL is 59 dBA at this location. However this does not materially impact the following assessment and residual "post mitigation" (Table 24) exceedances. With the correct PNTL (of 59 dBA) used in the table there is no residual daytime exceedance Post-Mitigation (Table 24), as the predicted impact is also 59 dBA.</p> <p>The second sentence refers to a minor exceedance pre-mitigation which does not appear post-mitigation and is hence not noted in Table 24.</p> <p>This may be considered in the future by the team undertaking detailed design - however - given insignificant variance in traffic flow between the locations SLR is of the opinion that the LO4 data is suitably representative of the RBL's in both locations.</p> |
| | Water Quality | We support the proponent's aim to include water sensitive urban design features within this project, including bioretention systems. However, if not managed correctly, such features can become a habitat for mosquitoes and could increase the potential for mosquito-borne disease. We therefore recommend the proponent considers strategies to reduce, control and monitor potential mosquito breeding habitats when planning these features. | Bioretention systems would be designed, constructed and managed in accordance with best management practices. It is not anticipated that mosquito breeding habitats would be created. |
| DPIE Water and Natural Resources Access Regulator | Approval | The project must obtain appropriate Water Access Licenses should groundwater or surface water be accessed during stage two works. | The project is not accessing the groundwater or surface water from the site. |

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| EPA | Impact on School - Noise | <p>The NIA does not include an assessment of noise from construction activities potentially impacting upon Ultimo Public School, which is a requirement of the Secretary's Environmental Assessment Requirements (SEARs). The "Worst Case predicted" noise levels for NCA02, where Ultimo Public School is currently located, are likely to be over the 65 dBA "noise affected" levels according to Table 17 of the NIA. As such, reasonable and feasible mitigation and management measures are required to be investigated for Ultimo Public School.</p> <p>The NIA lists potential reasonable and feasible remediation measures to reduce the residual noise impacts at Sydney Secondary College (SSC). These recommendations are to form part of a Construction Noise and Vibration Management Plan for the site, which will be crucial in assuring that the SSC is not adversely affected by construction noise. This does not outline the procedures for noise monitoring, as required in the SEARs.</p> | <p>SLR does not believe the wording of the SEARs specifically requires the inclusion of Ultimo Public School. It requires assessment to impacted noise sensitive receivers of which the school is a provided example (through the use of the phrase "such as..."). The "worst case" prediction in Table 17 is for a residential receiver in NCA 2 which is circa 250m from the nSFM site. The temporary "Pop Up" school is c 450m from the nSFM site and also has less angle of view to the site than the residential receiver which is 68 dBA. The permanent future new Ultimo Public School is a similar distance (c 500m) to the nSFM site but has even lower angle of view to the nSFM site. Noise levels predicted at the Ultimo Public School (both temporary and future permanent facilities) are below 65 dBA and hence the receiver was not included in reporting as an impacted noise sensitive receiver.</p> <p>Notwithstanding the above, Ultimo Public School should be included in any future detailed CNVMP undertaken by the builder of the nSFM as the final construction methodology may - although not definitely - alter the findings in the SSDA Noise Impact Assessment</p> <p>Agreed - although note that the Construction Noise & Vibration Impact Assessment included in the SSDA Noise Impact Assessment is necessarily preliminary in nature given the stage the project is in. It is also based on preliminary "likely" worst-case construction scenarios provided for assessment. When the project progresses and a builder is appointed, they will be responsible for providing an updated Construction Noise & Vibration Impact Assessment and Management Plan using the final construction methods and including all reasonable and feasible mitigation and management measures as required by the NSW Interim Construction Noise Guideline. This will include Monitoring procedures (as is noted in Section 5.2.7.2 of the SSDA Noise Impact Assessment)</p> |
| | Noise Impact | <p>The noise from the use of the development has been broken into two primary sources:</p> <ol style="list-style-type: none"> 1. Mechanical plant and equipment noise – Assessed to the NSW EPA Noise Policy for Industry (2017) (NPfI); 2. Patron Noise – Assessed to what is understood to be Liquor and Gaming NSW's standard conditions of consent. It is noted that the City of Sydney's specific acoustic requirements for a project of this type have not been considered. The EPA advises that the conditions of consent relating H99to noise emission from the development should be selected as per the NPfI and the relevant Council and Office of Liquor and Gaming noise criteria. <p>There are residual noise impacts predicted for the use of the loading dock at the receiver identified as 84 Wentworth Park Road. All reasonable and feasible mitigation options have been adequately assessed for this location, however the NIA indicates that there will still be a 4 dBA "moderate" exceedance of the project trigger noise levels at the receiver. The report states that receivers with "moderate" residual noise levels, as assessed per the NPfI, should be offered reasonable façade mitigation and mechanical ventilation to enable the control of noise through the shutting of windows and doors. However, the NIA report states that given the siting of the development near a main road, it is likely that these measures are already in place to cope with the traffic noise. The EPA advises that this should be confirmed to assist with decisions about suitable rectification for residual noise impacts.</p> | <p>As noted in the first paragraph of Section 4.6 of the SSDA Noise Impact Assessment, the City of Sydney uses this same criteria (there is no official "City of Sydney" noise policy for patron noise - but this criteria is the one imposed on all developments the team is aware of.</p> <p>A meeting with the representative from 84 Wentworth Park Road was held on 13 November 2019. Consultation will continue with the representatives, INSW and the future D&C contractors (when they are appointed).</p> <p>SLR will carry out an inspection of the units in 84 Wentworth Park Road and further acoustic assessment will be undertaken. This will inform the requirement for any further acoustic treatments in accordance with the recommendations of the Noise Impact Assessment (Appendix 19 of the EIS).</p> |

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| | | <p>The EPA notes that several logging locations utilised by SLR when determining the ambient background noise level for the purposes of generating project specific noise levels were not ideal. Specifically, it is noted that the unattended noise loggers at locations L.01, L.02, L.04 and possibly L.07 appear to be placed in highly reverberant noise environments (i.e. under cover or near a façade). This is likely to raise the noise levels at the microphone, and as a result raise the project trigger noise levels. The NIA has not identified this as an issue and has not addressed the likely increase in recorded noise levels at these receivers. It is requested that clarification on the selection of monitoring locations and the effect the surrounding area had on the measured noise levels be sought.</p> <p>Recommended conditions of consent for noise:</p> <p>Construction:</p> <p>C1. Construction activities associated with the project must only be undertaken during the following standard construction hours:</p> <p>(a) 7:00 am to 6:00 pm Mondays to Fridays, inclusive; and</p> <p>(b) 8:00 am to 1:00 pm Saturdays;</p> <p>(c) at no time on Sundays or public holidays.</p> <p>C2 Notwithstanding condition C1, construction works associated with the project may be undertaken outside the hours specified under C1 conditions where the following are satisfied:</p> <p>(a) construction works that cause LAeq (15 minute) noise levels that are</p> <p>i. no more than 5 dB(A) above rating background level at any residence in accordance with the interim Construction Noise Guideline (DECC, 2009), and</p> <p>ii. no more than the noise management levels specified in Table 3 of the interim Construction Noise Guideline (DECC, 2009) at other sensitive land uses, and</p> <p>iii. continuous or impulsive vibration values, measured at the most affected residence are no more than those for human exposure to vibration, specified in Table 2.2 of Assessing vibration: a technical guideline (DEC, 2006), and</p> <p>iv. intermittent vibration values measured at the most affected residence are no more than those for human exposure to vibration, specified in Table 2.4 of Assessing vibration: a technical guideline (DEC, 2006); or</p> <p>(b) where a negotiated agreement has been reached with affected receivers, where the prescribed noise and/or vibration levels cannot be achieved;</p> <p>(c) for the delivery of materials required by the police or other authorities for safety reasons; or</p> <p>(d) where it is required in an emergency to avoid the loss of lives, property and/or to prevent environmental harm; or</p> <p>(e) construction works approved through an Out-Of-Hours Work Protocol prepared as part of the Construction Noise and Vibration Management Plan (CNVMP), provided the relevant council, local residents and other affected stakeholders and sensitive receivers are informed of the timing and duration at least 5 days prior to the commencement of the works. The impacts of the out of hours work should be quantified prior to the works with a Construction Noise and Vibration Impact Statement (CNVIS);</p> <p>(f) to ensure public and construction worker safety;</p> <p>(g) where works involve the need for a road occupancy licence and the relevant authority will not grant a licence for standards hours or the works involve utility service adjustments and the relevant utility provider requires the works to be undertaken outside of standard construction hours;</p> <p>(h) the relevant utility service operator has advised in writing that carrying out the works and activities during the hours specified in Condition C1 would result in a high risk to the operation and integrity of the utility networks;</p> <p>C3 Prior to the commencement of any construction works, an appropriately qualified person must</p> | <p>Logger locations are believed to be representative of the RBL at the locations given as the building stock is the same throughout the assessment area. That it, the receivers are similar to the conditions in which the measurements were taken. As a result, SLR does not expect a significant impact on the RBL or corresponding assessment.</p> <p>This can be addressed by condition of consent.</p> |

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| | | <p>prepare a detailed Construction Noise and Vibration Management Plan (CNVMP) based on detailed project design that includes, but is not necessarily limited to:</p> <ul style="list-style-type: none"> (a) identification of each work area, site compound and access route (both private and public). (b) identification of the specific activities that will be carried out and associated noise sources at the premises and access routes. (c) identification of all potentially affected sensitive receivers using the construction noise objectives identified in accordance with the Interim Construction Noise Guideline (DECC 2009), vibration objectives as identified in accordance with the document Assessing Vibration: A Technical Guideline (DEC 2006), and the road traffic noise objectives as identified in accordance with the NSW Road Noise Policy (DECCW 2011). (d) identification of non-project related construction activities in the area that may be undertaken concurrently or contiguously with the project and may have the potential for cumulative noise impacts on sensitive receiver locations. (e) Assessment of noise and vibration from the construction methods (including noise from construction traffic) against the objectives identified in (c) above. (f) Where the noise objectives are predicted to be exceeded, an analysis of feasible and reasonable noise mitigation measures be implemented to minimise construction noise and vibration. (g) Description of management methods and procedures and specific noise mitigation measures that will be implemented to control noise and vibration during construction, including the early erection of operational noise where they may be effective in mitigating construction noise, and means to coordinate with construction activities identified under (d) above to reduce impacts on the community. (h) Procedures to engage with and notifying residents of construction and vibration activities that are likely to affect their noise and vibration amenity. (i) Procedures to assess and manage noise impacts associated with essential out of standard hours works performed in accordance with C1. (j) Measures to monitor noise performance and respond to complaints. <p>Operation:</p> <p>O1 The applicant must prepare an Operational Noise Management Plan (ONMP) that outlines appropriate performance and management objectives for operational noise from the development. The plan should be prepared in consultation with relevant regulatory authorities for the development including City of Sydney Council and Liquor and Gaming NSW.</p> | |
| | Contamination | <p>The Remedial Action Plan (Appendix 5 of the EIS) – the same as that submitted for SSD 8924 – states that metals, hydrocarbons and polychlorinated biphenyls (PCBs) contaminated sediments were identified within the site, and sediments throughout Blackwattle Bay had metal and nutrient contamination. All sediments on site are expected to be acid sulphate soils. Therefore, any activities that disturb sediments require careful management of water quality risks.</p> | <p>As stated in Section 6.4.2 of the RAP (Appendix 5 of EIS) - any construction/development works that result in the potential disturbance of sediments, will require management, from both a contamination and ASS view point. The management measures will primarily comprise controlling the potential for resuspension of sediments during development works such that mobilisation of contaminants and changes in the sulfate-sulfide equilibrium of the sediment are minimised such that associated short-term ecological risks are appropriately mitigated. It is expected that best-practice management procedures will be informed by development of a site-specific construction and environmental management plan (CEMP) based on the broad management principles provided in the ASSMP (Appendix 6 of EIS) - which will be prepared once the final construction methodologies are understood/defined. In addition, the performance of the measures employed will be subject to environmental monitoring during</p> |

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| | | | construction works such that alternative mitigation measures can be implemented if required. |
| | Water Quality | <p>The Construction Environmental Management Plan (Appendix 13 of the EIS) – incorporating both SSD 8924 and SSD 8925 – indicates that sheet-piling will be installed in the access gap to allow partial dewatering (-2 metres) of the cofferdam. However, no details are provided on how dewatering will be managed to minimise water quality impacts and no discharge impacts assessment is provided.</p> <p>No details are provided of water quality monitoring and management associated with final removal of the cofferdam sheet-piles. Removal is likely to disturb sediments and could generate a turbid plume, potentially containing elevated levels of contaminants.</p> <p>Recommended condition of consent for water:</p> <p>1. Prior to commencement of the final removal of the cofferdam sheet-piles the applicant must develop a water quality management plan, setting out monitoring and associated management triggers and actions to address waste quality risks. Consideration should be given to including continuous turbidity monitoring at a site immediately outside the silt curtain and at a nearby background site (unaffected by the project) to allow management triggers to be defined based on an increase in turbidity above background levels.</p> | <p>INSW will preparation and implementation a future water quality monitoring plan for the dewatering that demonstrates compliance with obligations under the POEO Act.</p> <p>This can be addressed by condition of consent.</p> <p>This can be addressed by condition of consent.</p> |
| | Contamination | <p>The EPA reviewed the applicant's Geotechnical Report (Appendix 3), Environmental Site Assessment (Appendix 4), Remedial Action Plan (Appendix 5) and Acid Sulphate Soil Management Plan (Appendix 6). All appendices were submitted as part of the Concept and Stage 1 (SSD 8924). It is expected that much of the site remediation would occur as part of Stage 1 demolition works, notwithstanding the EPA considers it relevant to ensure contaminated land matters are addressed for any residual issues in Stage 2. The environmental site assessment determined that potential contaminants of concern include (but not limited to) metals, asbestos, total petroleum hydrocarbons and volatile organic carbons, that would require remediation to make the site suitable for the proposed use.</p> <p>The environmental site assessment report mentioned that the sampling density within the land-based portion of the site, with approximate area of 0.72 hectares (ha) is less than the recommended number of sampling locations. For a 0.72 ha site, the EPA (1995) sampling guidelines recommend a minimum of 19 sampling points. The report mentioned that only eight sample points have been completed within the land portion of the site. On this basis, the density of investigation completed for statistical assessment of certain contaminants of potential concern has not been adequately addressed. Unless justification is provided for this insufficient sampling density, the EPA considers that the site has not been sufficiently characterised to determine that the proposed remediation and management measures are appropriate. The EPA requires the additional investigation to address the data gaps regarding sediments, acid sulphate soils, and inadequate sampling identified in Section 6.5 of the Environmental Site Assessment report, as part of the applicant's Response to Submissions, to properly characterise the site and refine the management measures proposed in the remedial action plan.</p> | <p>Noted.</p> <p>After preparing the ESA (Appendix 4 of EIS) and RAP (Appendix 5 of EIS), a data gap assessment was completed (which included meeting the sampling density specified in EPA (1995)), in which the results and conclusions were consistent with ESA, such that it was considered that the remedial framework outlined in the RAP is valid, and when implemented will ensure the site is suitable for the proposed development.</p> |

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| | | <p>Characterisation of fill materials is recommended for the presence of asbestos via quantification, in accordance with the procedures included in the National Environment Protection (Assessment of Site Contamination) Measure 1999, Amendment No. 1 (NEPC, 2013) as derived from Guidelines for the Assessment Remediation and Management of Asbestos Contaminated Sites in Western Australia (WA DOH, 2009). This was identified as data gap in the assessment report and is required to evaluate potential asbestos management requirements (if any) during the site development works. This characterisation is required to be completed to fulfil the SEARs which specified that the proponent should provide detail on how the existing structures will be decommissioned and any hazardous materials likely to be encountered during demolition and site preparation and, how any de-contaminating processes are to be managed during this process.</p> <p>The EPA notes that asbestos is a potential contaminant of concern and the EPA requires the preparation of an Asbestos Management Plan, as part of the applicant's Response to Submissions, to address the management of asbestos during demolition of existing structures as well as excavation at the site.</p> <p>Recommended conditions of consent for contamination:</p> <ol style="list-style-type: none"> 1. The proponent to prepare unexpected finds protocol. The protocol should include detailed procedure for identifying and dealing with unexpected contamination, asbestos and other unexpected finds. The proponent should ensure that the procedure includes details of who will be responsible for implementing the unexpected finds procedure and the roles and responsibilities of all parties involved. 2. The proponent must engage an EPA accredited site auditor to prepare a section B site audit statement that confirms that the remediation action plan is appropriate for the site and that the site can be made suitable for the proposed use. 3. The proponent must adhere to the management measures accepted by the auditor. 4. The processes outlined in State Environmental Planning Policy 55 - Remediation of Land (SEPP55) be followed in order to assess the suitability of the land and any remediation required in relation to the proposed use. 5. The proponent must ensure the proposed development does not result in a change of risk in relation to any pre-existing contamination on the site so as to result in significant contamination [note | <p>Asbestos characterisation within fill materials at the site was completed within the data gap assessment in a manner consistent the procedures included in the National Environment Protection (Assessment of Site Contamination) Measure 1999, Amendment No. 1 (NEPC, 2013) as derived from Guidelines for the Assessment Remediation and Management of Asbestos Contaminated Sites in Western Australia (WA DOH, 2009).</p> <p>Trace levels of asbestos were detected in a single soil sample completed during this investigation, within material that will be removed from the site during the development works. It is further noted that this sample is located on the western boundary of the site, and therefore, the trace levels of friable asbestos reported in this sample is likely to not be indicative of site wide friable impacts in soil/fill material at the site. Whilst any potential asbestos impacts within site soils will not impact site suitability under the proposed development scheme (via a lack of exposure pathways and/or the requirements of excavation works for the development), the presence of asbestos fibres in soil will potentially require management during construction activities to address WHS risks. It is further noted that some ACM fragments were identified on the ground-surface in the eastern portion of the site that will also require management during future construction related activities. The Hazardous Materials Management Plan (HMMP) (JBS&G 2019d) which identifies management procedures required to mitigate the potential environmental impacts associated with hazardous materials during decommissioning/demolition activities will be required to be updated to consider the additional information in relation to ground surface ACM and the one identified asbestos in soil location.</p> <p>The HMMP (Appendix 20 of EIS) and the RAP (Appendix 5 of EIS) detail the required management procedures with respect to asbestos during demolition of existing structures as well as during excavations at the site.</p> <ol style="list-style-type: none"> 1. There is an existing Unexpected Finds Protocol in Section 8 of the RAP (Appendix 5 of EIS) 2. Noted. Tom Onus (from Ramboll) has been engaged as the NSW EPA accredited Auditor for this development. A Section B Site Audit Statement for the proposed development is to be prepared and submitted prior to the issue of Construction Certificate (CC) for the works, |

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| | | <p>that this would render the proponent the 'person responsible' for the contamination under section 6(2) of the Contaminated Land Management Act 1997].</p> <p>6. The EPA is to be notified under section 60 of the Contaminated Land Management Act 1997 for any contamination identified which meets the triggers in the Guidelines for the Duty to Report Contamination (www.epa.nsw.gov.au/resources/clm/150164-report-land-contamination-guidelines.pdf)</p> <p>7. The EPA recommends the use of "certified consultants". Please note that the EPA's Contaminated Land Consultant Certification Policy, Version 2, November 2017, (http://www.epa.nsw.gov.au/-/media/epa/corporate-site/resources/clm/18520-contaminated-landconsultant-certification-policy.pdf?la=en) supports the development and implementation of nationally consistent certification schemes in Australia, and encourages the use of certified consultants by the community and industry. Note that the EPA requires all reports submitted to the EPA to comply with the requirements of the Contaminated Land Management Act 1997 to be prepared, or reviewed and approved, by a certified consultant.</p> | |
| | Air Quality | The consent conditions should ensure that the development complies with standard requirements regarding waste management and appropriate site management to minimise air quality impacts, particularly dust. | This can be addressed by condition of consent. |
| City of Sydney | Urban design and architecture | <p>Section 6 of the submitted Design Excellence Strategy notes that the 'methodology for design integrity process is yet to be finalised and will be subject to collaboration between UrbanGrowth, GA NSW and CoS. It is anticipated that the finalised process will align with many of the design integrity principals and objectives of the CoS Competitive Design Policy (2013).' Given that a detailed application has now been submitted for approval, a design integrity process should be assured as part of the assessment and determination of the detailed SSD application. To ensure design excellence and continuity through to completion of the SSD, it is recommended that a condition be imposed on any consent granted, as set out below. Separate conditions could address the continued involvement of the Design Review Panel, as flagged in the Strategy.</p> <p>Design Integrity</p> <p>To ensure design continuity and excellence of the preferred design team's approved scheme is maintained throughout the development process, as a minimum the preferred design team should be conditioned to present to the Integrity Panel:</p> <ul style="list-style-type: none"> •Design drawings for a construction certificate; •Design drawings for the contract documentation; •Maintain continuity during the construction phases through to completion of the project; •Provide any documentation required by the Consent Authority verifying the design intent has been achieved at completion; and •Attend all meetings that pertain to design issues with the community, authorities and other stakeholders, as required. | A Design Excellence Strategy has been prepared with collaboration between INSW, GA NSW and CoS (Appendix 2 of EIS). This strategy is being implemented during the DA and subsequent detailed design process. It includes measures to ensure design integrity. |
| | Alienation of public land | <p>In general, it is noted that the proposed development effectively privatises what could be a completely landscaped public edge along the foreshore with direct connection to Wentworth Park. Measures have been raised in the Landscape Character and Visual Impact Assessment to ameliorate the view impact of the proposal, and these should be incorporated in a meaningful way.</p> <p>It is recommended that during the development of the design, consideration be given to prioritizing the public interest and public access to the foreshore. Further, it is recommended that ongoing consultation be undertaken in the detailed design phases to ensure integration of the recommendations of the technical reports and urban design comments as follows</p> | INSW commits to ongoing consultation during the detailed design phase. The site remains in public ownership with significant improvements to the public domain and improvements in access to the foreshore. Access from Wentworth Park to the site is enhanced by improvements to intersections benefiting pedestrians. |

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| | | Built Form and Urban Design | |
| | Urban design and architecture | <p>2.1.1 Roof The key compositional element of the design is a 194m x 95m (approx.) undulating canopy roof that appears to float above the market. The roof structure is made from timber and aluminium panels studded with skylights. The roof has been designed to deliver a series of sustainability strategies including energy generation via integrated PV cells, rainwater collection, and natural ventilation using pressure differentials and indirect light penetration to the market. The faceted timber roof structure provides a level of intricacy and authenticity that will enrich and add warmth and texture to the market and is considered successful.</p> <p>The delivery of dappled light to the central east-west promenade and retail spaces is an intrinsic element of the scheme, and a function of the size and reflectivity of the south facing apertures, however, no material finish or aperture size has been identified for the important roof cassettes.</p> <p>Maintaining the permeability of the canopy will be critical to the success of the scheme and its achieving design excellence. Ongoing consultation is recommended to ensure that any rationalisation of the roof structure to achieve commercial and sustainability outcomes preserve the permeability of the canopy, and the tactility of the faceted structure. Further information including a 1:20 section through the roof canopy is recommended to identify minimum/typical aperture size and materiality.</p> | <p>Noted.</p> <p>The roof cassettes will have south facing skylights with a targeted visible light transmission (VLT) of 70%. The glazing is currently sized at approximately 1300 x 6800. This has been modelled to provide a daylight factor of 2 or greater on the upper ground floor below. A detail drawing is contained in Appendix 6.</p> <p>Noted.</p> |
| | Urban design and architecture | <p>2.1.2 Materials and Finishes The City notes that very little detail has been provided for the materials and finishes. The patterned ceramic tile of the façade cladding provides an intricacy and energy to the façade, while possibly addressing reflectivity. The ceramic edge treatment of the elevated promenade abuts a metal soffit, as per figure 1 below. This junction will be highly visible from the public domain and difficult to detail with a tile, considering that mitred edges are difficult to cut and tend to chip and fail. This detailing of this corner must achieve a robust and high quality outcome.</p> | <p>The smaller patterned ceramic tile intent was explored as a means of providing variation and texture to the different edge conditions created at the roof edge; upper ground slab edge; promenade stair edge. The pattern provided a finer grain to these conditions, and makes reference to the language of the Sydney Opera House.</p> <p>The design has explored how such intricacy can be achieved whilst addressing constructability and detailing concerns. One opportunity being investigated is the fabrication of larger panels with an integrated pattern and varying colouration/finish. This would eliminate the creation of varying smaller tiles subject to failure as noted.</p> <p>An alternative design is also being studied, with vertical lamellae replacing the patterned tile. Variation in texture and colour is proposed through the finishing of the lamellae, with the regularity of the elements providing a rhythm to the surface whilst responding to the complexities of the geometry and curvature of the design. Top and bottom capping of the lamellae would be simplified whilst maintain the edge expression to the soffit below.</p> <p>These designs will be progressed in accordance with the Design Excellence Strategy.</p> |

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| | | <p>It is noted that the roof fascia appears to have the same material quality as the edge of the elevated promenade, yet the roof fascia appears to be wrapped by a thin sheet material, rather than the ceramic tile cladding.</p> <p>A 1:20 detailed section drawing showing the edge treatment of the elevated promenade is recommended to ensure the delivery of a robust and high quality outcome.</p> <p>It is also recommended that the proponent consider and the consent authority require continuing the edge treatment of the elevated promenade to the underside of the soffit to provide a seamless junction at the ground floor interface. Further, clarification is sought on the treatment of the roof fascia, and how this will achieve the similar material outcome as the edge of the elevated promenade.</p> <p>It is recommended that a Material Sample Board be provided to ensure that:</p> <ul style="list-style-type: none"> •The intricacy and energy of the patterned ceramic tile be achieved during design development. •A high quality finish be achieved for the roof fascia that integrates with the edge treatment of the promenade below and throughout the development. •A high quality finish be provided to the substations along the western side of the Bridge Road elevation. | <p>Refer to the above.</p> <p>Architecturally, the expression of the fascia as an edge is preferred, as the upper ground slab has been conceived as a singular element. The expression of the external soffit and internal ceilings therefore, should be of a shared language, with the fascia being unique to represent the edge of the slab.</p> <p>Noted. A Material Sample Board was presented to the Design Review Panel at its meeting in February 2020.</p> |
| | Visual Impacts | <p>The consideration of view impacts from surrounding areas is one of the central urban design considerations of the Sydney Regional Environmental Plan No. 26 – City West (SREP 26) (currently under review). The Landscape Character and Visual Impact Assessment identifies that the development will create a number of impacts ranging from low to high taken from an analysis of 25 viewpoints within the visual catchment of the site.</p> <p>Clarification is sought to confirm how the proposal is aiming to deliver the mitigation measures identified in the Landscape Character and Visual Impact Assessment (VIA). These include the management of light spill at night, and the assessment of planting opportunities to alleviate the visual impact of the building looking south toward the northern facade. Additional information is requested to understand how these impacts are to be addressed. Further, the city notes that any landscaping opportunities should consider the Pedestrian Wind and Environment Study prepared by Windtech.</p> | <p>Noted.</p> <p>In accordance with Part 8 - Mitigation Recommendations, (Refer to Landscape Character and Visual Impact Assessment in Appendix 7 of the A3 Volume of the EIS) IA, the proposal will mitigate visual impacts of the building through 'Alleviation' strategy. The proposal incorporates advanced tree plantings along the Eastern and Western Promenades (water-side) and along the entire length of Bridge Road. Trees will be specified as 400L pots to ensure visual mitigation measures are implemented from day one.</p> <p>Advanced tree planting will break up the continuous view of the built form from the south-west (Glebe), north-west (Pyrmont Bridge) and south/east (Wentworth Park).</p> <p>For impact to views looking south towards the northern facade, it's noted in the VIA that these are enhanced on the basis that the existing poorly maintained assembly of buildings will be replaced with a development of design excellence. A key aspiration of the project has been to ensure that the building expresses the opportunities of the site, and reveals the functions of the operational fish market. The northern facade/elevation plays a key part in expressing this, with the northern promenade stair signifying the public nature of the development and continuation of the foreshore walk; the wharves and fishing fleet, along with the loading dock an expression of its operations. The upper ground retail is set back from the building's edge and softened by outdoor seating. These elements all create activity and visual interest to the</p> |

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| | | | <p>elevation, and creates a liveliness which is not afforded by the current buildings.</p> <p>Light spill is to be managed through the design of a sensitive lighting design, which would treat the external space as a continuation of the foreshore walk and conform to <i>AS4282 Control of Obtrusive Effects of Outdoor Lighting</i>. As at February 2020 a concept design has been completed for the public domain lighting. The concept's pedestrian luminaires consist of full cut-off light distribution optics to reduce the risk of spill light above the horizontal. Architectural lighting elements including furniture integrated lighting have been proposed to suit architectural design intent. The lighting to be concealed within street furniture to provide full cut-off and minimise upward spill light.</p> <p>Pedestrian wind comfort can be addressed at the north eastern corner by introducing additional planting at the lower ground floor. This will be further explored and may provide additional softening of the building edge. However, the function of this space for public exhibitions also creates visual interest which offsets the obstruction of views.</p> |
| | | Further, the existing group of significant fig trees are highly visible from a wide vista of lands surrounding Blackwattle Bay looking south as well as areas looking north. The proposed development results in scenic quality impacts and public view loss to an existing strong landscaped public edge ("green band") along with foreshore with direct connection to Wentworth Park resulting from the scale of the proposal as depicted in the images below from the submitted VIA. | It is acknowledged due to the height and mass of the proposal that views of the fig trees within Wentworth Park will be generally obscured from Blackwattle Bay and Blackwattle Bay Park. It should be noted that a clear view between many surrounding areas and the fig trees/Wentworth Park does not currently exist as a result of the cement works consisting of a number of structures as well as fencing etc currently runs parallel to Bridge Road and acts as a barrier between the surrounding area and Wentworth Park which filters the view. The fig trees will be able to be seen through either side of the building and that further vegetation is proposed as part of the development which will bring the landscaped public edge to the foreshore. |
| | | The proposal partially conceals significant water views north from Wentworth Park, and views looking south from the surrounding visual catchment. The proponent is encouraged to soften the public domain on the northern elevation with robust landscaping that withstands wind impacts. | Significant water views are generally blocked or highly filtered currently as a result of the cement works, structures, car parking, fencing etc. that is between the park and the bay. Public realm access to the east and west of the proposal should allow public domain views (and access) at these locations that is not currently possible. |
| | Urban design and architecture | <p>The high degree of transparency at the ground floor will allow visibility into the operational activities of the fish market and the exhibition spaces, adding visual interest. It is noted that there are also a number of exhibition spaces that wrap some of the operational back of house uses, however, the City raises concern the exhibition space at the northern entry to the site is notably narrow and may not be successful.</p> <p>It is recommended that an exhibition strategy be prepared and submitted to ensure that displays deliver a meaningful and active edge condition and take advantage of the transparency of the glazing</p> | The development of the exhibition spaces and their program is an ongoing discussion with INSW/SFM. Refer to Appendix 2 for sketches describing potential opportunities for these spaces. |

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| | Public Domain | <p>The foreshore promenade is elevated at the northwest corner to facilitate continuous operational functions below. The promenade consists of an outdoor seating zone and a public walkway. The outdoor seating zone illustrated on the Upper Ground Floor plan appears to be wider than the public promenade.</p> <p>Given the natural value of Blackwattle Bay is a public asset, the generosity of the public part of the promenade is considered paramount, and should be realised as a generous public verandah with opportunities for recreation and rest beyond sitting at café / restaurant tables. It is recommended that a generous width of the raised walkway along the water's edge be for public use and not for use by commercial tenant seating. This should be formalised on title as a permanent right of public access for any leasehold or subdivided areas.</p> <p>Further, given the wind environment, it is noted that furniture elements as indicated on drawing 'Floor Plan Upper Ground Floor' AR-S2-B10 L01-01, should be fixed, and the addition of any elements should be subject to the recommendations of the Wind Assessment.</p> <p>The concept sketch for the eastern waterfront promenade (below) edged by large trees for shade relief and generous seating for passive recreation is strongly supported. However, this vision is at odds with the public domain masterplan which includes a promenade with large areas of concrete, limited trees and seating opportunities</p> <p>The design of the eastern plaza and promenade does not include any large trees. The inclusion of larger trees would help reduce the view impact of the new building and provide a link to the heritage fig plantings in Wentworth Park. Further, additional plantings will assist with shade relief from the glare generated by the building, large areas of precast concrete as well as the harbour.</p> | <p>A continuous publicly access perimeter is maintained at the upper ground level on the northern side of the building. A minimum width of approximately 4.3m width is maintained at the narrow points with wider areas elsewhere. This is shown in the site diagrams contained in Appendix 1. This provides ample opportunities for pedestrian movement and areas for stopping and relaxing.</p> <p>The waterfront promenade will be a minimum of 4.3m wide and will remain in public (State Government) ownership and will not form part of the premises leased to Sydney Fish Market Pty Ltd. Access to the waterfront promenade will be available to the public 24/7.</p> <p>Furniture elements will be designed in line with the recommendations of a wind assessment (including any requirement for permanent fixing).</p> <p>The current public domain masterplan provides a generous open waterfront promenade with a number of trees set back from the water's edge. Generous seating is provided, both on the promenade and under the tree canopy.</p> <p>The current public domain masterplan shows c. 35 trees in the eastern plaza, set back from the water's edge.</p> |
| | | <p>it is also noted that the western promenade includes large areas for temporary storage of 8-9 shipping containers within the public domain that obstruct access from the western promenade to the western stairs which may need to be reconsidered as this is a main access location into the SFM building. It is recommended that the proponent make a commitment to use predominantly recycled materials in its construction of public domain elements.</p> <p>The City notes that the documentation provided indicates that the central internal promenade is naturally illuminated from the roof canopy. This is supported, however, other documentation submitted indicates that the continuous open quality of the central boulevard appears somewhat diminished as mezzanine level spaces including external terraces and the Sydney Seafood School overhang the promenade at gridlines.</p> | <p>Final location of shipping containers will include consideration of retaining access from the western promenade to western stairs and lift and will not impact on access to the building. The placement and use of containers would be limited to busy periods (27 December to 2 January and for two weeks over Easter. A temporary licence would be provided for the placement of containers for restricted periods. Recycled materials will be considered for public domain elements where appropriate.</p> <p>The mezzanine floor consists of external walkways and terraces; an enclosed retail opportunity at the NW corner; location for the Sydney Seafood School at the "bridge" crossing the main boulevard; office space for SFM and their subtenants. While the inclusion of the walkways and "bridge" element reduces access of the retail promenade to the skylights below these areas, they also provide public access to the three sides of the mezzanine and provides additional vantage points to views around the site and of the development. The location of the Sydney Seafood School over the promenade also creates visual interest for visitors of the retail, displaying the theatrics of cooking to those below.</p> |
| | | <p>It is strongly recommended that ongoing consultation in the design development of the roof canopy and central promenade be undertaken to ensure that any structure overhanging this promenade is</p> | <p>The bridge elements are required to provide functional space for Sydney Fish Market.</p> |

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| | | <p>minimised, or designed as slender 'bridge' element rather than an enclosed space.</p> <p>It is recommended that opportunities to increase vertical permeability between the central promenade and the operational functions below be explored to maximise the theatre of the market to provide a rich sensory experience for visitors to the market. This could be achieved by inserting 5m wide voids along gridline E, between gridlines 9 and 14 (excepting the space for walkways). These voids would be located directly south of the travelator and goods hoist, and could physically and symbolically mark the heart of the market, and be open to the underside of the roof canopy (not overhung with structures above).</p> | <p>Vertical permeability is provided at the auction hall void between grids 14 and 15 with the void area publically accessible. Permeability also provided at south traveller void wall.</p> |
| | Sustainability - solar | <p>The Shadow Analysis indicates that the western stepped promenade will be in shadow till after midday (possibly 1pm). Given the orientation of the building, this will be difficult to mitigate. The studies demonstrate that the northern portion of Wentworth Park will be overshadowed by the building in the late afternoon (possibly from 2pm onwards). Given the scale of the park, this is considered acceptable</p> <p>The submitted summer shadow analysis identifies that shade from tree canopies will be critical to reduce glare and provide solar protection during summer and must be reflected in landscaping and public domain drawing packages.</p> | <p>Noted.</p> <p>Noted. Additional shadow diagrams will be provided to the Design Review Panel to show the shade provided by the planting in the public domain.</p> |
| | Bird management | <p>Migrating birds such as silvereyes, white cheeked honeyeaters, sacred kingfishers, nightjars, and other birds such as powerful owls, boobook owls are all species that have been observed within 1km of the site. Efforts should be made to reduce the incidence of bird strike by reviewing glass materials or finishes that will be able to reduce collision. Some design solutions include (and are not limited to):</p> <ul style="list-style-type: none"> •patterned and UV reflective glass (as birds can see the reflected UV light whereas humans cannot, therefore they will be able to recognise the presence of the glass barrier without it affecting the visual aesthetic of the building). <p>The proponent is invited to consult with the City to discuss other examples of glazing techniques.</p> | <p>The façade designer, Apex, has considered minimisation of bird strikes in the design of the facades and selection of façade materials. The literature that has been reviewed suggests low reflectivity glass is an effective measure to reduce bird strikes which has been adopted in the design (reflectivity specified as 13%). UV reflective glass has been considered but the research reviewed was not definitive in the effectiveness of this measure.</p> |
| | Traffic - provision for bicycles | <p>The Bridge Road public domain and shared path proposal is not well resolved and needs further development to adequately respond to future users including car and coach use, pedestrians and cyclists.</p> <p>Providing a pedestrian space that is safe and accessible for all should be the priority in the street design and space allocation where the current road and footpath proposal creates conflict between the various anticipated users, being commuting and recreation. The design does not yet demonstrate the creation of a "green promenade" and a review of design to consider space allocation for a feasible shared public domain zone for new street trees and waiting areas is recommended. It is also recommend that the proponent consider an on road separated cycleway to uncouple cycle movement from pedestrian/visitor movement to resolve use and safety conflicts. Concerns regarding works to the public domain are discussed in more detail below.</p> | <p>Further details around the proposed shared path, including the investigation of alternative cycling facilities, is provided in Section 2.5 of the supplementary transport report at Appendix 8.</p> |
| | Building over harbour | <p>The City has previously objected to the construction of private facilities over the Harbour, that would otherwise interfere with the goal of creating or enhancing the tree lined foreshore aspect of the harbour.</p> <p>This development partially privatises views along Blackwattle Bay that are currently available from Bridge Road and Wentworth Park, as well as surrounding residential areas. While this is partially offset with the creation of walkways around the perimeter, this is accessible only within the site itself, not from public land</p> | <p>The waterfront promenade will remain in public (State Government) ownership and will not form part of the premises leased to Sydney Fish Market Pty Ltd. Access to the waterfront promenade will be available to the public 24/7.</p> |

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| | | <p>Clarification of the future ownership of the footway between the drop-off zone and the edge of building is requested. The plans of subdivision show no change in the southern boundary along Bridge Road. Currently all of the shared zone will be on leased land with the drop-off and planters on public land. It is essential that any shared route occurs on public land so that control of access to pedestrians and cyclists is maintained by the relevant roads authority.</p> <p>Further, it is recommended that easements for public access and loading be provided within the site for the areas subject to private leasing agreements, to ensure unimpeded public access along Bridge Road, open space and the raised walkway along the water's edge.</p> | <p>The footway will remain in public (State Government) ownership and will not form part of the premises leased to Sydney Fish Market Pty Ltd. The arrangements to allow control of access by the relevant road authorities is the subject of further discussions between the relevant public bodies.</p> <p>The waterfront promenade will remain in public (State Government) ownership and will not form part of the premises leased to Sydney Fish Market Pty Ltd. Access to the waterfront promenade will be available to the public 24/7.</p> |
| | Flooding | <p>The site and surrounding areas are flood affected and subject to overland flooding hazard. The site is at the downstream end of the Blackwattle Bay catchment with five trunk drainage systems that discharge within the site. The submitted Flood Impact Assessment prepared by Cardno has been reviewed in detail, however, it is difficult to establish an understanding and concur with the conclusions made in the report and further consultation is requested between Cardno and the City before final recommendations are provided.</p> | <p>Noted. Cardno is willing to meet with City of Sydney and provide clarifications on concerns (if any).</p> |
| | | <p>It is noted that the submitted Cardno WSUD proposal also includes a series of engineered devices that may affect promenade connectivity, equitable access, and the usability and safety of a shared path at the junction with western and eastern plazas at the two intersections. Clarification is sought as to whether these have been provided for in the architectural drawings and have been considered in terms of equitable access throughout the site. For example, The "Western Plaza" opposite Wentworth Park Road intersection includes raised grates 900mm x 900mm in tree pits and a sunken wetland either side of the shared path to slow overland flow and floodwater prior to discharge into Blackwattle Bay. Further, the "Eastern Plaza" includes a series of slots and grates to slow the 10-metre wide overland flow path from Wattle Street across the shared path.</p> <p>It is not clear if the civil and flooding proposals have been coordinated with the public domain design. There is insufficient information to determine the design, levels and potential impacts of stormwater design on the shared path and pedestrianised zones. It is requested that the proponent provide coordinated detailed design for the shared path, junctions with plazas and associated WSUD devices. The package is to include plans with levels, sections, and details drawn to a scale for further review.</p> <p>The City also requests additional consultation with the Flood Assessment Engineers prior to determination to discuss conclusions made in submitted reports.</p> | <p>These features have been discussed and confirmed with the landscape designers. Details of these items are provided in the landscape drawings to be provided by the "Aspect Studio" and civil drawings by Mott Macdonald.</p> <p>The design has been fully coordinated between civil, flooding and landscape consultants. As included in Appendix 4 of the A3 Volume of the EIS, the stormwater management plan shows the design which integrate the WSUD elements in the public domain. Public domain details including levels, section and details are illustrated in the landscape drawings prepared by Aspect.</p> <p>Noted. Cardno is willing to meet with City of Sydney and provide clarifications on concerns (if any).</p> |
| | Stormwater Management | <p>The Stormwater Management Plan prepared by Mott Macdonald identifies points where roof water discharges directly into the Bay, and only a single point in the south-west corner of the site where roof water is to be treated. This does not appear to be reconciled with the water collection principles or strategy in Part 2.11 Design Principles: Modules – Water Collection of the submitted Design Report. It is recommended that further consultation be undertaken to ensure that further development of the rainwater harvesting strategy be completed and coordinated to achieve the desired architectural intent and expression.</p> | <p>The rainwater harvesting strategy is documented in Section 4.4 of the Flooding and Water Quality Assessment Report prepared by Cardno (Appendix 12 of the EIS) and has been coordinated with Mott Macdonald and the hydraulic engineers.</p> |

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| | | <p>Further, the Cardno Flooding and Water Quality Assessment Report (Appendix 12) outlines typical Water Sensitive Urban Design devices (WSUD) to manage the impact of stormwater from development to protect and improve the health of the waterway. The proposal utilizes three WSUD measures:</p> <ul style="list-style-type: none"> •Rainwater harvesting from the minimum connected roof area, assumes low flows will drain to a 100kL rainwater tank for re-use in the building cooling tower; •Proprietary filters / Gross Pollutant Trap (GPT) devices on stormwater pits and pipes; and •Bioretention systems (raingardens in tree pits). <p>The following issues are not considered to be well resolved and coordinated between the stormwater management and WSUD design.</p> | Noted. |
| | | <p>The submitted Stormwater Management Plan prepared by Mott MacDonald indicates the western and eastern roof drainage discharges directly into Blackwattle Bay. The plan does not quantify the volume of rainwater from the 1.61ha roof catchment discharged to the bay, omits the rainwater tank location, and does not show the location of WSUD pipes pits and grates in the western and eastern plazas.</p> <p>Only a low flow will be harvested from the large roof catchment. Ideally, the design limits all discharge to the Bay and instead provides rainwater harvesting from the whole roof catchment for reuse in cooling, and with excess reuse for irrigation in landscape zones in the public domain.</p> <p>The approach presented in the submitted Stormwater Management Plan appears to be inconsistent with the Cardno WSUD strategy for rainwater harvesting to a 100kL tank for re-use of roof run off for the cooling towers within the building. Rather than what is proposed, the WSUD and stormwater design should demonstrate best practice, be more ambitious and strive for a 0% net loss of rainwater harvested for reuse in cooling, reuse in irrigation, black water and greywater recycling and polishing for use in the building and within public domain to supply bubblers and water play areas.</p> <p>It is requested that the proponent clarify the design and quantify flows to the rainwater tank and discharges directly to the bay and submit amended documentation that commits to the use of 100% of the rainwater harvested from the roof. If this cannot be implemented, adequate evidence is to be submitted as to why rainwater from the roof cannot be harvested for other on-site uses.</p> | <p>The proposed rainwater harvesting strategy is sufficient to meet water quality targets consistent with the ESD strategy.</p> <p>Main roof sumps comprising of 2 sumps located each on the east and western side of the building. Part of this roof sump is collected in the 100KL rainwater tank located in the basement. The remainder drains syphonically to east/west basement discharge points to the harbour.</p> <p>From a sustainability perspective, the requirement for the facility is to reduce potable water consumption by 50% when compared with the base case.</p> <p>CJ ARMS have undertaken detailed water modelling, incorporating historic water usage as well as their understanding of how the facility will operate to assess the required treatment volumes (kL/day) to meet the 50% target. Their water modelling found that the average volume of rainfall that falls on the roof is small when compared with the estimated volumes of runoff from wash-down. Modelling shows a tank of 100kL captures approximately 37% of annual runoff from the roof (approximately 7,346kL/yr), however this represents only ~5% of the non-potable demand for the building.</p> <p>Much larger, isolated storm events account for the majority of runoff generated, and subsequently a much larger rainwater tank would be required. We estimate to capture 80% of the rainfall runoff events a 500kL tank would be required which would have significant spatial implications on the project. Furthermore a tank of this size would only capture 15,803kL/yr or ~13% of the annual building demand.</p> <p>Subsequently, given the high volumes of wash-down available for reuse, the focus for reuse is the Wastewater treatment plant which has been sized to meet the 50% reduction.</p> <p>A holistic integrated approach to water management within the facility has been taken including water use reduction though efficient fixtures, rainwater capture and greywater treatment, capturing wash-down water from the wholesale area, as well as roof runoff. The water is treated, stored and reticulated for use in cooling, irrigation, toilet flushing and wash-down of the wholesale floor area.</p> |

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| | | <p>The proposal includes two types of proprietary filters/GPTs for use on stormwater pipes and pits. They include Pit Basket Inserts (e.g. OceanGuard) and a Jellyfish Filter. The first filter captures and filters low flows to remove sediment, litter and debris through the filtration bag noting flows in excess of the treatment capacity bypass the system and enter straight into the stormwater network (and discharge to Blackwattle Bay).</p> <p>A Jellyfish Filter uses gravity and filtration cartridges with membranes to remove litter, oil, solids and particulate bound pollutants (including nutrients, metals and hydrocarbons).</p> <p>It is noted that the site location is at the low point of a large catchment, an area of high flood risk and hazard. Incorporating WSUD devices into the design is supported by the City, the proposal does not clearly demonstrate if the devices will have capacity to treat anticipated catchment overland flows. For example, a 10-metre wide overland flow exists though the proposed Western Plaza, the principal public domain and waterfront promenade. It is requested that the proponent provide details of capacity of the proposed filters for further consideration.</p> <p>Bioretention basins, or raingardens, provide temporary detention to slow flooding and treat stormwater runoff through densely planted surface vegetation and an engineered filter media such as sand. The proposal includes bioretention basins in the Eastern and Western Plazas surrounding the building.</p> <p>Eastern Plaza Drainage Network - A 10-metre wide overland flow path exists at the termination of Wattle Street catchment at the northern edge of the eastern Plaza and waterfront promenade. The WSUD proposal includes a series of slots and grates connected to bioretention basins in tree pits to collect and convey stormwater flows. The slots and grates discharge directly into the bay below. The overland flow path conveys flows in excess of the capacity of the slots and grates through to the edge of the bay.</p> <p>Western Plaza Drainage Network - The "Western Plaza" opposite Wentworth Park Road intersection includes raised pits in the bioretention zone / tree pits and a sunken wetland in the public domain, either side of the shared path, to slow overland flow and floodwater prior to discharge into Blackwattle Bay.</p> <p>The Western and Eastern plazas are located at the low point of major stormwater overland flow path. There is insufficient information to determine the design, levels and potential impacts of stormwater, overland flow on the shared path and pedestrianised zones. It is not clear if the civil and flooding designs have been coordinated with the public domain design and additional information is required to determine if the public domain areas are designed for safety, mitigates trip hazards, provides effective best practice WSUD and a robust, seamless, high quality landscape and design excellence within the public domain.</p> <p>The stormwater and WSUD design should be more fully coordinated with the public domain plans, sections and details to show the full extent of stormwater infrastructure, devices and impacts on landscaped zones in the public domain. The City requests that the proponent to clarify if site intensification and proposed uses will increase stormwater discharge loads into Blackwattle Bay, submit coordinated public domain plans including levels (IL, RL, TW, SSL) and details and submit an amended stormwater management plan, showing location of all pits and WSUD devices and interface with adjoining surfaces in the Western Plaza, shared path and signal crossings.</p> | <p>Filters have been sized to treat stormwater runoff from the site itself, not the broader upstream catchment. To provide treatment for the entire upstream catchment is not practical within the space available. Also, it is the smaller, more regular events with flows contained in the pit/pipe network that should be targeted for treatment, rather than the major overland flows.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> <p>The design has been fully coordinated between civil, flooding and landscape consultants. (Refer to Mott MacDonald and Aspect documentation for design details). As included in Appendix 4 of the A3 Volume of the EIS, the stormwater management plan shows the design which integrate the WSUD elements in the public domain. Public domain details including levels, section and details are illustrated in the landscape drawings prepared by Aspect.</p> |

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| | Traffic - provision for bicycles | <p>The City acknowledges efforts made to consider both pedestrian and cyclists travelling along Bridge Road however there remains a concern with the shared path approach along the frontage of the SFM that varies in width and is directly adjacent to coach parking and a drop-off area that may significantly impact the safety of SFM visitors and cyclists.</p> <p>The SFM is a popular destination for overseas visitors that will likely be transported to the markets via coaches, rather than a proposal that fully supports visitation by sustainable transport modes (active and light rail). The proposal does not fully resolve potential conflicts from people taking photos, phone use and wandering through or crossing the shared path in order to get to the upper level "destination". The design does not resolve sightlines and desire lines for the various users, lacks safe crossing zones and does not define the shared zone.</p> <p>This also presents a risk of collision between visitors with people who are blind and have low vision, as they will not be able to see movement of people cycling and choose a safe time to enter into the shared path. In most other shared path scenarios, pedestrians and people cycling are travelling in the same direction or opposite directions, and the onus is on the person cycling to give way to pedestrians. It is assumed that people cycling can see far enough ahead to give way to pedestrians. However, in this design for Bridge Road, pedestrians are conceivably stepping onto the shared path at a perpendicular angle, providing people cycling with little warning or ability to give way.</p> <p>The City notes that the prioritisation of active transport networks has been identified as one of the key Access and Movement Objectives of the Bays Market District Draft Masterplan Principles and believes further consideration is required to adequately meet the needs of pedestrians, visitors and cyclists. It is clear that one of the main transport issues with the proposal is the bicycle connections and continuity for the bicycle rider and potential safety conflicts with pedestrians and visitors. The proposal has included a shared zone along Bridge Road within the public domain of the site, however, this is considered to be an isolated and ad hoc facility. A commitment for separated on-road cycleway that connects to the existing and future regional and local bicycle connectors from the proposed SFM is recommended.</p> | Refer to further analysis and justification for the proposed shared path, including the investigation of alternative cycling facilities, supplementary transport report (Appendix 8) |
| | Traffic - pedestrians - | <p>Council's new design guide requires that a minimum of 3.5m wide shared path is to be provided adjacent to a bus stop/shelter. The current public domain plan shows 7.2m to 9.7m in some sections, however, in some sections the path seems to be far below the minimum required or are obscured by building elements including bicycle racks and an entry staircase. More importantly, and as mentioned earlier, considering the pedestrian traffic, drop-off zones and high volume of bicycle users, the suitability of the shared zone needs to be reconsidered</p> <p>A review of the Ground floor plan (dwg AR-S2-B10-L00-01 [H]) reveals the shared path varies in width from 3 to 6 metres. However, the Bridge Road typical sections are deceptive as these pathways areas impacted by seats on the sides of planters, stairs to upper levels of the building and other furniture items. The available widths for pedestrians and cyclists are much less than the dimensioned sections. Changes are required along this frontage to increase the width and reduce conflict between people crossing from the drop-off area. This may include shortening the area of the drop-off zone where the stairways constrict the available width and directing coaches to drop off under the building</p> | <p>The shared path meets the minimum requirements of 3.5m, with this reduced width only occurring at the base of the southern stair, for a distance of approximately 11m. This coincides with the low height (<1.5m) area under the stairs.</p> <p>Where the southern stair lands on Bridge Rd, the shared path exceeds 5m in width. A clear zone on the slip lane is also proposed in front of this area to ensure visibility of pedestrians, and allow for pick up and drop off.</p> |

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| | Public Domain Interface | <p>The concept masterplan identifies the Bridge Road frontage as a “green promenade” that will connect the Glebe foreshore at the east and west sides of the SFM. The space allocation from market to street edge accommodates the following zones that vary in width along the SFM frontage:</p> <ul style="list-style-type: none"> •Articulated building edge – substations and gas infrastructure, stairs and ramp access to the Upper Promenade, and bike parking located in front of the trading room window; •Shared path – pedestrian through zone with a shared pedestrian / cycle path ambiguous width (active transport for commuter and recreational cyclists); •Waiting zones – located within the shared public domain zone for street trees, street lights, signage, and street furniture; and •Drop off zones for visitors – located in a layby for public transport and ride sharing drop off and pick up for visitors <p>Further, each outdoor plaza is designed to serve a different purpose. The eastern plaza is designed to educate with water treatment functions of bioretention, improving and recycling or discharge to the bay. The western plaza, adjacent to the Sydney Secondary College, is designed to support the existing water activities like kayak / rowing. However, the proposal segregates use between the industrial “working” functions of the seafood market from the public, retail and experiential uses, which needs to be addressed.</p> <p>The Eastern promenade (RL3.315) connects to northern promenade stairs up to Upper Ground Level (RL9.67) retail areas and separates public retail uses from industrial and working areas of the market. The western Plaza is segregated by the main vehicular entry to the basement. This represents a significant 6.355-metre level change between the public domain and public areas within the market or “destination”.</p> | <p>Noted.</p> <p>Noted. Design ensures pedestrian safety by providing a level of separation between the 'plaza' and the entry road and temporary requirements for storage within the public domain. Through use of planters and trees along the promenade the design provides clear wayfinding for pedestrians accessing the nSFM from the west.</p> <p>Separation of uses is a requirement from a safety point of view, as there are significant risks associated with the mixing of public access with material handling and movement within the operational facility. The interface between these uses have been considered as a primarily visual connection from the public domain to different functions of the fish market:</p> <ul style="list-style-type: none"> - Western plaza provides visual access to the loading dock. The constant truck movements expected from wholesalers are a representation of the distribution businesses. - Bridge Road provides visual access into the SFM Operations floor and Auction Hall. Visitors and commuters on Bridge Road will be able to see the morning auction and preparation/maintenance of produce. - Eastern plaza is designed to be civic in nature, and allows for different public uses as listed in the Design Report (Chapter 2.10 of Appendix 2 of the A3 Volume of the EIS) <p>The driver for the upper ground RL and separation from the lower ground is based on several considerations:</p> <ul style="list-style-type: none"> - the clear height requirements of the basement and operational floors - programmatic constraints (area/numbers) associated with parking, wholesale and operations - construction over/in water and it's implication to the design. <p>Attempts to lower the upper ground floor would require the basement to be set further below the water levels, which is currently unfeasible.</p> |

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| | | <p>The allocation of wholesale market functions on the ground floor successfully maintains the historic industrial functions onsite (cement batching etc), however, the interface along Bridge road could be better resolved. The following issues are raised regarding activation along Bridge Road:</p> <ul style="list-style-type: none"> •There are conflicts between active uses, drop-off zones, the southern stepped promenade and fixed urban furniture as outlined above; •The market entries along Bridge Road could be better activated at ground level. The western entry point is adjacent to approximately 50m of substations that will present a defensive and introverted façade; •The trading floor is approximately 1.2m to 3m above the public footpath. This may be to address on-site flooding, but will limit visual permeability from Bridge Street; and •The southern promenade stairs could be better resolved; they will constrain the width and spatial quality of the green promenade, and conflict with the shared pedestrian / cycle zone. <p>In order to better activate the Bridge Road entry points and provide better sight lines, it is recommended that relocating/partially relocating the substations be investigated. If this is not possible, it is recommended that substations or areas along the ground floor frontage be considered potential zones for public art or heritage interpretation areas.</p> | <p>The electrical demands of the development are significant given the produce storage and movement requirements of the operational fish market, which is unique to the development. This has led to the requirement for three (3) substations, which have been located at the south western corner of Bridge Road. The consolidation of these substations increase the active program on Bridge Road by minimizing plant area as the combined plant area allows for shared circulation/reticulation, enforces the legibility of the facade and ground floor planning, and limits the impact of clearways and Ausgrid requirements on the public domain.</p> <p>Options to separate the substations, leaving only two (2) substations on ground at the south western corner, were studied, but deemed unfeasible. This included:</p> <ul style="list-style-type: none"> - Substation beneath the eastern promenade stair. Clear height; access and reticulation requirements meant the creation of a significant blank facade at the north eastern corner. - Substation in the basement. Position beneath the water level; clear height; access and reticulation requirements meant this was not a feasible option. <p>Consideration is being given to measures for an attractive solution to the presentation to Bridge Road through the activation of the louvered facade, with a potential for active signage/public art installation to be integrated with the design. These solutions will be developed and discussed with the Design Review Panel as part of the design excellence strategy for the project.</p> <p>The trading floor height is approximately 1.165m above Bridge Rd, and the result of level constraints described above. We do not perceive this height different to be a significant limitation to the visual permeability into the operational areas and Auction Hall. The glazing is also targeting a VLT of 70%, which offers a high level of transparency.</p> <p>The width of the shared zone at the narrow point still achieves a width of 7.7m, which is suitable for recreational cyclists and pedestrians.</p> <p>The Lower Ground floor south-east and north-east corners are reserved for activated public programs due to their high visual exposure to the public domain, pedestrian and vehicle traffic.</p> <p>Interaction oriented programs have been proposed — for example, non-food merchandise retail, exhibition display, community event, and workshop area. The exact use is yet to be determined by INSW.</p> <p>Refer to Appendix 2 for sketches describing potential opportunities for these spaces.</p> |
| | Traffic - parking | | |

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| | | <p>The submitted Stage 2 traffic report prepared by ARUP proposes to keep existing car (417) parking spaces. The traffic report has distributed the proposed 417 spaces in the following categories:</p> <ul style="list-style-type: none"> •4 accessible car parking spaces; •56 B99 car parking spaces; •176 dedicated retail car parking spaces; and •181 'flexible' retail car parking spaces, which can be used by SRVs during the early morning wholesale and auction period. <p>A review of the submitted drawings show the following service vehicle parking spaces within the premise:</p> <ul style="list-style-type: none"> •5 X 19m long semi-trailer AV (ground level loading dock); •13 X 8.8m long medium rigid vehicle (MRV ground level loading dock); and •3 X 6.4m long small rigid vehicle (SRV ground level loading dock). <p>The City notes the proposed car parking number complies with similar parking rates for commercial uses as per the Sydney Local Environmental Plan 2012. Going forward, parking numbers should not increase beyond this and a condition to this effect should be included with any approval. The City also notes that the accessible car parking number spaces complies with Building Code of Australia, however, the City of Sydney DCP requires one accessible car parking space per 20 visitors' spaces. The SFM has designed to create a waterfront tourist destination outside the auction periods and therefore is recommended that additional 4 (in total 8) accessible car parking to be provided.</p> <p>It is recommended that the design, layout, signage, line marking, lighting and physical controls of all off-street car parking facilities satisfy the Australian Standard AS/NZS 2890.1 - 2004 Parking facilities Part 1: Off-street car parking and Australian Standard AS/NZS 2890.2 - 2002 Parking facilities Part 2: Off-street commercial vehicle facilities and Australian Standard AS/NZS 2890.6 - 2009 Parking facilities Part 6: Off-street parking for people with disabilities.</p> <p>Concern is raised regarding vehicle movement at the confluence of the loading dock access point and the basement entry ramp, particularly for longer vehicle manoeuvring. This should be investigated in details by a qualified traffic engineer, confirmed with vehicle swept path analysis. It is noted that this space may require a traffic light/ other management measures details of this investigation are to be provided for consideration.</p> <p>The submitted ARUP traffic report has also provided swept path drawings at street level, however, an internal swept path analysis is required to demonstrate that proposed parking layout including loading dock access, vehicle circulation ramps meet the relevant Australian Standards requirements.</p> | <p>The development includes four accessible car parking spaces in line with BCA requirements. Parking has been minimised on site with limited opportunities to provide additional accessible spaces.</p> <p>All parking areas have been designed in accordance with Australian Standards AS 2890</p> <p>The layout and operation of the loading dock has been reviewed extensively and is considered in further detail in the preliminary loading dock management plan issued as part of this RTS package of documents (Appendix 5).</p> <p>Vehicle swept path analysis has been provided as part of the preliminary loading dock management plan issued as part of this RTS package of documents. The swept path analysis confirms the loading dock and car park entry has been designed appropriately (Appendix 5).</p> |

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| | Traffic - assessment | <p>The Stage 2 traffic report has presented the SIDRA modelling results with and without development for 9 adjacent intersections. ARUP's traffic reports recommends that that key intersections in the vicinity of the new SFM site will operate at the same level of service compared to existing conditions. Result shows most of the intersection LoS is "C" while the worse is "D" which is acceptable under RMS guideline.</p> <p>When referring to the SIDRA modelling output, however, it can be found that in most of the cases the individual leg of an intersection is greatly impacted with 95% back of queue (20 to 30) vehicles. Figure 59 and 60 of the traffic report shows that approximately 40 heavy vehicle movements per hour will be expected as a result of the proposal. It is noted that submitted SIDRA modelling reflects isolated intersections which does not necessarily replicate the network performance as a whole.</p> <p>In many cases, a comparison of the current and future average delay provides a better appreciation of the impact of a proposal, and not simply the change in the level of service. The scale of the development should take into account the site-specific factors including maximum queue lengths (and their effect on lane blocking/lane merging), the influence of nearby intersections and the sensitivity of the location to delays.</p> <p>ARUP's trip assignment predicts that the majority of traffic is expected to access the site via Bridge Road, with only a small percentage (between 10% and 15%) to arrive via Wentworth Park Road. This results in relatively small increases in traffic on Wentworth Park Road during peak hours, between 46 vehicles in the AM peak hour and 70 vehicles in the Saturday peak hour</p> <p>As such, the City suggests more investigation is required particularly at the vehicle access point on Bridge Road and immediate intersections of the subject site. It would be useful to develop a microsimulation based traffic network model to understand the vehicle access and the overall network performance with the cumulative forecasted traffic from the SFM development and other approved adjacent developments.</p> | <p>Following discussions with TfNSW, a SIDRA Network model has been developed which considers the operation of these intersections as a network rather than in isolation. This modelling considers, as noted by City of Sydney, the influence of nearby intersections on the operation of the road network. The results of the modelling are summarised in Section 3 of the supplementary transport assessment (Appendix 8), which includes analysis of maximum queue lengths at the approach of each analysed intersection.</p> <p>The approach to the revised traffic modelling undertaken to assess the performance of the proposed Bridge Road / Wentworth Park Road intersection has been supported by the Network Operations team within TfNSW.</p> |
| | Traffic - Bicycles | <p>The submitted Stage 2 traffic report suggests that a total of 136 bicycle parking spaces for staff and visitors will be provided within the building basement and in the public domain areas. Bicycle parking for visitors are placed at an easily visible location at the ground floor along Bridge Road. The 38 U-rails are proposed to cater for 76 bicycles – representing a 950% increase compared to the current availability of public bicycle spaces.</p> <p>Given an expected 18,000 person daily attendance to the SFM, the number of bicycle spaces proposed are considered to be very low. While the City's expectation is a higher percentage (usually 10%) of bicycle users, the proposed bicycle parking counts for less than 0.8% of the proposed fish market day-to-day attendance. The City recommends the proponent increase the amount of public bicycle spaces available on site.</p> <p>The City expects that premium quality bicycle and end of trip facilities are to be provided to this tourist and visitor attraction precinct. The layout, design and security of the bicycle facilities must comply with the minimum requirements of Australian Standard AS 2890.3:2015 Parking Facilities Part 3: Bicycle Parking Facilities and Council's DCP.</p> <p>The end of trip facilities for staff use that are located within the basement and meets Council's requirement, however, it is recommended that Class B (AS 2890.3:2015) bicycle parking and associated end of trip facilities (lockers/showers etc.) be provided for at least 10% of the total fulltime staff and workers with an option to add more in future once the demand grows.</p> | <p>The proposed bicycle parking provision represents a significant increase in the number of on-site spaces for cyclists compared to the current Sydney Fish Market facility. The number of bicycle spaces proposed responds to current and future mode share forecasts, based on extensive surveys and analysis undertaken for the project. Although City of Sydney notes that 18,000 people may attendance the new Sydney Fish Market on a daily basis, the number of people actually on site at any one time is only around 15% of this figure. In this context the proposed quantum of bicycle parking is considered suitable for the site. Following the opening of the new facility, the demand for bicycle parking will be monitored and additional spaces provided if necessary. It is not in the interests of the Sydney Fish Market to have bicycles left in the public domain and impeding access into the site for other visitors.</p> <p>All bicycle facilities on-site will be designed in accordance with AS 2890.3. For staff parking, Class B bicycle parking and associated end of trip facilities will be provided. The proposed staff bicycle parking provision represents approximately 5% of total on-site staff numbers, in line with relevant Green Star requirements. The requirement for many staff to commence work early in the morning (prior to 5am) or late at night (after 10pm) reduces the viability of cycling as a mode of transport for many people. The proposed bicycle parking provision therefore responds to the likely demand.</p> |

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| | | Directional signage to the bicycle parking facility is also to be installed from the street level, between the vehicle entry point at the site boundary and the entry point to the End of Trip facilities. Signage is to be generally in accordance with 2890.3:2015 Parking Facilities Part 3: Bicycle Parking Facilities. | Noted – general and wayfinding signage will be provided in accordance with relevant standards. |
| | Traffic - pedestrians | <p>The primary pedestrian access to the new Sydney Fish Market will be via Bridge Road, which currently provides a 2.5m wide footpath on the northern side of the road. The proposal has enhanced pedestrian experience along Bridge Road, with a significantly widened footpath and boardwalk directly adjacent to the new site.</p> <p>The augmentation of the signalised intersection at Bridge Road and Wattle Street, as well as the removal of the existing pedestrian island, will improve the pedestrian environment around the site. An additional signalised intersection on Bridge Road at Wentworth Park Road is also proposed which will facilitate improved accessibility to the south towards Wentworth Park. The City supports those initiatives as it improved accessibility to the proposed SFM. The proposal, however, is silent on walking connections from light rail stations to the new fish market site. It is recommended that a more direct and improved walking connection should be provided from the existing Fish Market light rail station. This may need to be implemented as a commitment for implementation in the Concept Plan and overall Bays Precinct Masterplan.</p> | <p>Section 7.6 of the Arup Traffic Impact Assessment (Appendix 11 of the EIS) extensively considers walking connections from light rail stops through to the new Sydney Fish Market. The development directly responds to these walking routes by proposing the following enhancements:</p> <ul style="list-style-type: none"> - Removal of existing slip lane and improvement of pedestrian crossing at the Bridge Road / Wattle Street intersection to improve connectivity to the Wentworth Park light rail stop - New pedestrian crossing at the Bridge Road / Wentworth Park Road intersection to improve access to the Glebe light rail stop - Commitment to improve pedestrian connectivity between the existing Fish Market light rail stop and the new Sydney Fish Market site, as part of ongoing planning investigations in the Blackwattle Bay area. |
| | Traffic - parking for coaches | <p>The proposal includes a vehicle drop-off and pick-up lane (approximately 130m in length excluding tapers) on the northern side of Bridge Road. This lane will be in addition to the existing two eastbound lanes and is intended to be used by coaches, taxis and ubers.</p> <p>The current proposal states that, with the combination of on-site (very limited as shown in the current form of the proposal) and off-site parking space that will be operated through the appropriate management plan, the demand for coach parking and layover can be managed. Under the current street condition, this could be an acceptable outcome however, once the area (including the overall Bays Precinct) is redeveloped as it is aiming to do so, the on-street coach parking provisions on local roads and residential streets may no longer be appropriate.</p> <p>It is recommended that the proponent investigate using existing coach and bus parking options that are located within close proximity of the proposed SFM. Successful developments that provide on-site coach and bus layovers include 1 Shelley Street, Sydney (carpark access from Lime Street) along Darling Drive, Haymarket adjacent to UTS. The proponent is invited to discuss with the City other successful examples of on-site coach and bus parking provisions.</p> <p>Further, it is recommended that a management strategy is to be implemented to manage the loading servicing, drop off/pick up, movement and layover of coaches within the site as well as offsite parking.</p> | <p>The demand for pick up / drop off, including coach parking, is considered extensively in Section 2.4 of the supplementary transport report (Appendix 8). This indicates the proposed vehicle drop off / pick up lane has sufficient capacity to accommodate demands during peak periods.</p> <p>Prior to the opening of the new facility, a management strategy is to be implemented to manage the movement of coaches within the site as well as offsite parking. This strategy will be developed in collaboration with the Western Harbour Alliance (led by Sydney Business Chamber, and including SFM, the Star and ICC as members). The Western Harbour Alliance have committed to developing a precinct parking strategy including consideration of the new Sydney Fish Market.</p> <p>These items have been considered in the preliminary loading dock management plan issued as part of this RTS package of documents (Appendix 5). Prior to the opening of the new facility, a more detailed plan (which also considers off-site coach parking) will be prepared</p> |
| | Traffic - travel plan | <p>The City notes that the submitted travel plan requires more work. The plan must set a clear time-bound target for reducing private car travel to and from the SFM. The plan must also document all the measures undertaken to achieve its target.</p> <p>The City recommends that the Green Travel Plan (GTP) be revised to address the above issues prior to the determination of the application. The GTP must also include a Transport Access Guide (TAG) to emphasis public and active transport (bicycle, walk) to the SFM. Council's website (http://www.cityofsydney.nsw.gov.au/development/planning-controls/travel-plans) and Sections 7.6 and 7.7 of the Sydney Development Control Plan 2012 presents guidelines to prepare the GTP.</p> | TfNSW have put forward a draft condition relating to the preparation of a Green Travel Plan prior to the opening of the new Sydney Fish Market. INSW is comfortable with wording of the draft condition put forward by TfNSW. This condition takes into consideration comments provided by City of Sydney |

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| | Traffic - road safety | The submitted traffic report states that the proposal will consider the design shifts of the existing footpath to the north side to create more space around the Bridge Road entry point and provide a plaza experience to improve pedestrian safety by creating additional pedestrian waiting spaces within the site boundary. The City, however, recommends that a road safety audit be conducted to confirm safety to the users of the proposed shared path and pedestrian/bicycle access and the newly created signalled vehicle access intersection. | A road safety audit can be undertaken during the detailed design phase of the project as requested by City of Sydney. This can be addressed by condition of consent. |
| | Sustainability | <p>The City notes that the NSW Government has a target for the state to be net zero emissions by 2050. The City identifies the SFM development as a perfect opportunity to maximise efficiency, reduce waste and be powered by 100% renewable electricity. The City recommends the following sustainability measures be implemented in the development:</p> <ol style="list-style-type: none"> 1. Maximise inherent design and materials opportunities at the detailed design stage to reduce energy demand (by reducing or avoiding the need for artificial lighting and air condition). 2. Apply carbon value engineering in selecting materials to reduce overall costs while at the same time reducing embodied carbon emissions (for example see http://www.lowcarbonlivingcrc.com.au/resources/crc-publications/crc-lcl-project-reports/rp1034-carbon-value-engineering-integrated-carbon) 3. Maximise the production of onsite solar power generation. 4. Implement more sustainable stormwater harvesting and treatment methods as discussed in detail above. 5. Refrigeration and HVAC systems should specify only using refrigerants with a global warming potential (GWP) of one (1) or below. 6. Adopt a 100% renewable operations target for the site to be achieved through a large scale Power Purchase Agreement (PPA) of renewable energy similar to the precedent by Metro North West https://www.sydneymetro.info/article/beryl-gets-go-ahead-help-power-sydney-metro-northwest <p>Further, as the land owner, it is recommended that the NSW Government add an "estate levy" condition of consent within the site head lease(s) as the vehicle to raise the revenue to fund the PPA. This is the same structure as used by Infrastructure NSW (previously Barangaroo Delivery Authority) to ensure that the entire Barangaroo precinct is 100% renewable</p> | <ol style="list-style-type: none"> 1. Materiality and energy demand has been reduced as far as possible throughout, with emphasis on reducing demand and efficiency; 2. Measures to reduce materiality and embodied carbon have been investigated, including a material life cycle analysis undertaken by the Footprint Company; 3. The project is committed to achieving a formal Green Star Rated outcome (minimum 5 Star target) under Design & As Built – v1.2; 4. Stormwater design and water reuse is central to sustainability design; 5. The project is committed to achieving a formal Green Star Rated outcome (minimum 5 Star target) under Design & As Built – v1.2; 6. Discussions on the energy requirements for the new Sydney Fish Market are on-going. <p>The head lessee will be encouraged to enter into a 100% renewable power purchase agreement.</p> |
| | Social Impact and Accessibility | <p>The City notes that a key design feature of the proposed Sydney Fish Markets building is the "4 x external feature stairs that function as main entrances to the building i.e. (connect the ground level public domain to the upper ground level public promenade) including:</p> <ul style="list-style-type: none"> •Northern Stepped Promenade (available 24/7); •Eastern Stepped Promenade (available 24/7); •Southern Stepped Promenade (available 24/7); •Western Stepped Promenade (available 24/7)." | Confirming all four stepped promenades will be available to the public 24/7. |

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| | | <p>In terms of design of the stepped promenade where stairs are incorporated within integrated seating for example bleacher seating, the City recommends that the proponent consider the following design guidance:</p> <p>a) Tactile Ground Surface Indicators should only be included at the top and bottom of the stair component – not at the top and bottom of the any other integrated elements, such as seating – so that people who are blind or have low vision do not confuse the bleacher for stairs and can easily identify a safe place to descend/ascend stairs;</p> <p>b) Stairs should be easily discernible from surrounding bleacher seating and have defined and consistent edging. This can be achieved through:</p> <p>a. the use of contrasting materials for the stairs and seating (minimum 30% luminance contrast), and</p> <p>b. defined edges, and/or</p> <p>c. luminance contrasting strips on the nose of the bleacher seating, in addition to those required on the nose of the stair riser. Both minimum 30% luminance contrast; and</p> <p>c) Additional permanent design features should be put in place to prevent people who are blind or have low vision from stepping off the top bleacher. These can include, but are not limited to:</p> <p>a. barriers</p> <p>b. seating</p> <p>c. planting.</p> <p>Integrated seating should also consider the provision of the following where possible:</p> <p>a) backrests and arms rests for some of the seating element; and</p> <p>b) additional space available next to seating for assistance animals, prams, or other items.</p> <p>The City notes the surrounding public domain precincts will use a variety of bespoke and integrated seating options. The City encourages the proponent to ensure the design of these bespoke items considers accessibility, and in line with the City's Inclusive and accessible public domain guidelines including:</p> <ul style="list-style-type: none"> •Setting seats back by a minimum of 500mm from the path of travel •Integrating seating that is of a long bench variety includes regular recesses for wheelchair users and families with prams, so obstructions on the path of travel are avoided. There are some good examples at the Barangaroo foreshore •Designing bespoke seating to include arm rests or backrests in part, to ensure seating can meet the needs of older people and people with limited core strength. •Where some improvised and integrated seating is provided that may not be fully compliant with AS1428.2 (which is not mandatory in developments) to ensure that there are some AS compliant seating options within the immediate seating zone are provided. | <p>Noted.</p> <p>In general, the design guidance as noted is being incorporated into the design. The promenade stairs are also being developed with input from an ergonomic consultant to ensure the usability and ergonomics of the stairs.</p> <p>The integrated seating elements at the promenade stairs are unlikely to incorporate back and arm rests due to ergonomic concerns, and the trip hazard presented given their position on the bleachers. However, integrated seating will be developed to incorporate backrest and arm rest elements in the next phase of landscape design.</p> |
| | | <p>Further, in order to establish the SFM as a destination truly inclusive of and accessible to people who are blind, it is recommended that the proponent consult with Guide Dogs NSW/ACT and Vision Australia as the design is further refined.</p> | <p>Noted.</p> <p>Design development of all furniture elements will consider accessibility and be designed in accordance with CoS Design Guidelines including but not limited to:</p> <ul style="list-style-type: none"> - ensuring seating is setback min. 500mm from main path of travel - backrest and arm rests are provided throughout the public domain. Note detailed - recesses to accommodate prams/wheelchairs - provision of AS1428.2 seating options within the immediate seating zones (i.e. within the public domain associated with the nSFM promenade stairs) |
| | Security and Safety | <p>A Crime Prevention through Environmental Design Report (CPTED) has been prepared by Aecom. The City notes that areas that require specific attention to ensure maximum safety within the proposed development have been identified and recommendations proposed to mitigate any issues. Of particular note is the undercroft beneath the western stepped promenade. It is recommended that ongoing consultation be undertaken in the design of external public areas to ensure the measures identified in the CPTED report are implemented during design development.</p> | <p>Meeting organised for 5 March 2020 with Guide Dogs and on advisement from Guide Dogs INSW will arrange a meeting with Vision Australia</p> <p>The current security design approach is for a combination of treatments to address the potential concerns of the undercroft area beneath the western stepped promenade. This includes CCTV coverage of the approach areas to this area. AECOM note that the area shown in the AECOM Security Risk Assessment Report has changed and the area is now enclosed therefore we recommend that updated drawings are provided for comment.</p> |

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| | | <p>It is also recommended that further design development be undertaken in the design of the western stepped promenade undercroft to ensure that it does not create ambiguous access control between the public and operational areas to the north, nor create space for concealment. Further design development of the accessible lift entries adjacent the western stepped promenade and the southern façade is also recommended to ensure that all entries are clearly defined and easily recognisable with active edges and clear sightlines from the public domain.</p> <p>A public domain lighting strategy is also recommended to be prepared and considered in the design of the SFM.</p> | <p>The tender design approach is for a combination of treatments to address the potential concerns of the undercroft area beneath the western stepped promenade. This includes CCTV coverage of the approach areas to this area.</p> <p>The concept design for the public domain has been completed conforming to CoS Public Domain Design Codes "Sydney Lights" March 2015. The concept includes</p> <ol style="list-style-type: none"> 1. AS1158 Lighting for Roads & Public Spaces' P2 category lighting throughout the public domain 2. Bridge Road – CoS Public Domain Design Code street lighting type has been proposed (Type S1, please refer to EL-0-95S-AA20). <ul style="list-style-type: none"> * NOTE CoS has not yet confirmed the required lighting category. * NOTE Lighting design will require further developed as the project progress and confirmation is received. 3. Other lighting design elements to suits landscape architect's design intent. |
| | <p>Impact on Wentworth Park - fig trees</p> <p>Impact on Wentworth Park - fig trees</p> | <p>The City notes the double row plantation (avenue) of forty one Moreton Bay Figs (<i>Ficus macrophylla</i>), located along the northern boundary adjoining Bridge Road. They have a broad range of sizes ranging between 10-18 metres in height with a combined canopy of 25-30 meters in diameter extending over the roadway and parkland. In this regard, it is noted that the survey plans attached with the proposal show no encroachment of the crown of the figs over Bridge Road.</p> <p>The evergreen native trees planted c.1890-1900, form part of a larger significant collection of trees within Wentworth Park. It is also noted that Wentworth Park is listed as a heritage item under the Sydney Regional Environmental Plan No. 26 – City West (SREP 26)</p> <p>This group of fig trees, listed on the City of Sydney Significant Trees Register, are considered of high landscape significance, forming a strong treed edge to the park landscape setting. The trees contribute greatly to the existing urban canopy, habitat, and biodiversity in the City. The double row plantation of Moreton Bay Figs is an outstanding example of the stylistic approach and influence of Charles Moore (Director, Sydney Royal Botanic Gardens 1848-1896) and displays the typical structured, albeit informally spaced rows of Moreton Bay Figs along the park boundaries. This curtain of evergreen rainforest trees typically encloses broad open lawn areas with groupings of botanical specimens and other park elements. This approach became a defining feature of much of Sydney's parklands during this period.</p> | <p>Noted.</p> <p>Noted.</p> <p>Noted.</p> |
| | | <p>The proposal includes raising the level of Bridge Road however, the EIS does not include an Arborist Impact Assessment (AIA) and no assessment of the impacts on the tree roots and canopy, and fabric of the Wentworth Park retaining wall has been provided. The proponent reasons that the trees and retaining wall fall outside of the Bridge Road extent of works boundary, although they are in fact adjacent to or on the boundary and are likely to be impacted as a result of the works.</p> <p>Despite the significance of the trees, the extent of tree roots and canopy disturbance has not been assessed. All efforts should be made to retain as many existing trees as possible.</p> | <p>An Arboricultural Impact Assessment has been undertaken and is provided in Appendix 9.</p> <p>Noted - there is a requirement in the Arboricultural Assessment for a project arborist to be to be engaged prior to the commencement of the Bridge Road works occur.</p> |

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| | | <p>The road infrastructure upgrade works will require excavation and fill, upgrades to existing trunk drainage and electrical services, trenching for signals upgrade at the two intersections and possible undergrounding of aerial cabling.</p> <p>While raising the road slightly improves flood risk on Bridge Road and is supported by the City, lifting road levels up to 1 metre is certain to impact on the trees and must be adequately considered. The tree canopy will require pruning of limbs to meet RMS road clearances which may greatly impact on the existing urban canopy. Further, as the proposal includes traffic works and the implementation of traffic lights at various intersections along Bridge Road, it is likely that some trees will require significant pruning or potential removal to facilitate the installation and adequate operation of traffic lights. This is dependent on the configuration of the traffic signals, and the distance at which sight-lines must be maintained.</p> <p>The City requests that a detailed AIA be carried out and include comprehensive root and canopy investigations, detailed wall fabric condition assessment, features and levels survey of the park edge to outside of the tree protection zones. The AIA is to assess the impact and recommend mitigation measures to preserve the form and health of the highly significant group of registered trees. Further additional information requested includes the following:</p> <ul style="list-style-type: none"> •Detailed levels and features survey including Wentworth Park significant trees and retaining wall; •Detailed root mapping investigation and canopy investigation for each tree; •A fabric condition report for the heritage retaining wall; •A full AIA of the impact of the proposed civil, services, signals and footpath works on the trees and wall and recommended mitigation; and •Confirmation of the extent of changes to the park boundary and an assessment of the impacts on heritage listed park wall | <p>Noted – the Arboricultural Impact Assessment includes a recommendation of how to stage the pruning of the fig trees.</p> <p>An Arboricultural Impact Assessment has been undertaken and is provided in Appendix 9. Root mapping is not required. Works will be undertaken in accordance with the tree protection recommendations of the arborist.</p> <p>The existing brick retaining wall may be partially removed where the new road and footpath level are the same as the park. A fabric condition survey of the wall can be undertaken.</p> |
| | Landscape | <p>Further, the City recommends that the design development of the landscaping of the site consider the following:</p> <ul style="list-style-type: none"> •Tree species for any proposed replanting within the site should be selected in consideration of Section 3.5.2 "Urban vegetation" of the Sydney Development Control Plan 2012; •The tree species for any replanting proposed for the northern side of Bridge Road must be Lophostemon confertus (Brush Box) in accordance with the City's Street Tree Master Plan: Part C – Precinct Plans; •Soil improvements must be provided for replanting proposed for the northern side of Bridge Road in accordance with the Street Tree Master Plan: Part D – Technical Guidelines; •All new trees must have a minimum container size of 400L at the time of planting; •All new trees must be grown in accordance with the Australian Standard 'AS2303:2018 Tree stock for landscape use'; and •An appropriately qualified Consultant Arborist (AQF Level 5 minimum) must consider the impact of the proposal to raise the surface level of Bridge Road and install new traffic signals at the intersection of Bridge Road and Wentworth Park Road. The Consultant Arborist must produce a Pruning Specification Report which specifies the required pruning in accordance with the Australian Standard 'AS4373:2007 Pruning of amenity trees'. The Pruning Specification Report must be provided to the City for consideration. All tree pruning will be undertaken by the City's contractors. | <p>Noted.</p> <p>Tree selection, details and specification will be developed in accordance with Sydney DCP 2012, CoS Street Tree Master Plan (2011) and AS2303:2018.</p> <p>Confirm Bridge Road tree species will be Lophostemon confertus Confirm street tree plantings will be specified as 400L pots at time of planting</p> <p>An Arboricultural Impact Assessment has been undertaken and is provided in Appendix 9. Additional trees to be proposed and implemented through the public domain and waterfront promenade in response to comments received.</p> |

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| | Biodiversity | <p>The City strongly recommends further enhancement measures be implemented in the proposal to improve aquatic foreshore biodiversity. The concept design provides minimal enhancement and misses a real opportunity to significantly improve this area of the foreshore.</p> <p>It is noted that small sections of the footprint have been dedicated to biodiverse walls providing minimal benefits, however, it is unclear as to why there is such little effort to provide biodiverse walls along the entire footprint within the site while the submitted Marine Ecology Assessment report identifies some effective and well-researched habitat opportunities to improve the aquatic environment. While there is some effort to design novel habitat into the outer edges of the site i.e. through landscaping and a "living seawall", there is minimal consideration into how these sites would provide connectivity to surrounding sites. There is a great potential to provide a lot more along the sites water facing edge.</p> <p>Further, the concept design creates a significant amount of shading of aquatic environments. The requirements of the development specifically identify the desire to consider guidelines that seek to improve habitat and supporting documents identify that shading negatively impacts aquatic flora and fauna including fish. Additionally, supporting documentation notes that shading can favour the colonisation of non-native species in these areas which should be avoided</p> <p>While the existing structure also has significant shading over the water, there are opportunities in which the design could incorporate something more innovative. The Marine Ecology Assessment has identified excellent habitat opportunities to increase biodiversity value and these should be incorporated into the detailed design.</p> <p>Potential modifications to various vertical structures also has the potential to further improve the health of the system and have positive flow on effects, as has been identified in the Marine Ecology Assessment. The inclusion of structures below the water's surface, a sloping seawall and the planting of native macroalgae creates complexity and the use of materials that allow light to penetrate through structures that sit on or above the water's surface is considered highly beneficial and should be considered in the development.</p> <p>It is not clear how this has been incorporated into the concept design as it does not appear to do so in any of the accompanying drawings. This interface should be reviewed and innovative designs should be explored. A key component of the design should also allow ongoing monitoring to understand its success and to inform future harbour redevelopments.</p> <p>The proposed pedestrian promenade over the sea wall is identified as being impermeable precast concrete surface, meaning the water below will be completely overshadowed. It is also noted that the basement structure and new sections of sea wall are a highly engineered solution of driven piles and precast U shaped culvert beams and T-beams that limits habitat creation.</p> <p>Unlike the historic rock revetment details sourced by the engineer, the proposed sea wall and basement design does not mimic an intertidal habitat with sloping walls, beaches, crevices and vegetated hiding places for fish and marine fauna. This limits habitat creation and should be explored further in the design development of the site.</p> <p>The City recommends that the proponent demonstrate a better environmental outcome, consider improving the design, and ecology and aquatic habitat rehabilitation, by including an amended public domain design for the promenade with light penetrating surface, integrated with a tidal marine environment as part of the design of new sections of the sea wall. The proponent should</p> | <p>The Marine Ecology Assessment (Appendix 8 of the EIS) provides details of habitat opportunities to be considered habitat improvement opportunities presented by construction of the new Sydney Fish Market. It recommended the preparation of an aquatic biodiversity management plan (ABMP) during the detailed design phase of the building. The OEH guidelines can be considered as part of this process.</p> <p>INSW has commissioned research from Macquarie University and UNSW to research opportunities to enhance the abundances of native habitat-forming organisms, which are often missing or found in low abundances on seawalls. This research is not yet complete and will be included in the Aquatic Biodiversity Management Plan (ABMP) where relevant.</p> |

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| | | <p>consider successful global examples of marine and seawall rehabilitation projects including the Central Seawall Project in Seattle. This project promenade design included precast concrete panels with glass pavers specifically shaped, oriented and positioned to provide natural light to the sea floor.</p> <p>It is also recommended that the applicant consider incorporating recommendations from the consultants to provide optimal natural light onto the seafloor to encourage macroalgae growth and a fauna corridor into the promenade design.</p> | |
| | | <p>The City strongly recommends further enhancement measures to improve terrestrial foreshore biodiversity and seek opportunities to complement existing efforts by the City to create an almost continuous (albeit narrow) habitat corridor in the LGA, with connectivity to be established with sites at Pyrmont (as per the City's Urban Ecology Strategic Action Plan).</p> <p>The City has identified the Glebe Foreshore Walk East as an opportunity to expand bush restoration works and increase the diversity of locally indigenous flora species and to undertake fauna habitat enhancements. To continue the foreshore experience, landscaping efforts at the SFM must be improved/increased for biodiversity considerations and the opportunity to connect with bush restoration sites in Pyrmont and Glebe Foreshore.</p> <p>The submitted Biodiversity Assessment Report has not explored the opportunities to strengthen the City's interest in creating a continuous vegetated foreshore as identified in the Urban Ecology Strategic Action Plan. This area is part of a key linkage area in which there is a high level of effort to restore the natural heritage. The proposed planting palette could be complimented further with the efforts by the City along the Glebe foreshore and Pyrmont, and should be reviewed to include greater diversity of locally indigenous species. It is to be noted that much of the landscaping along the road should not be considered in efforts to improve biodiversity values and is to be considered as part of the main landscaping works.</p> <p>The opportunity that this site could make towards these ambitions to improve terrestrial biodiversity should be stronger. The urban and local park in the current concept design are small, fragmented garden boxes and habitat areas in which both humans and wildlife could positively experience from is not evident in this design.</p> | <p>The Biodiversity Development Assessment Report (BDAR) (Appendix 7 of the EIS) is an assessment of impacts based on the design intent for the building with provision for improved landscaping along Bridge Road and within the development this contributing to an improvement in terrestrial biodiversity.</p> <p>Measures to improve aquatic biodiversity are discussed above.</p> |

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| | | <p>The omission of utilising local data in the preparation of the Biodiversity Assessment Report has resulted in an oversight of the site's potential contribution to urban biodiversity. It would be beneficial for the project to be made aware of local Council data of fauna that have been observed in the area in proximity to the new fish market site.</p> <p>In reviewing the submitted biodiversity report, it notes that development should protect and enhance terrestrial and aquatic species, populations and ecological communities and in particular should avoid physical damage and shading of aquatic vegetation. There is consideration that there is no significant impact of the development on aquatic or terrestrial vegetation but the report does not address the enhancement of species or acknowledge that where shading occurs that there is minimal aquatic vegetation. Further, the report identifies that there are no opportunities for connectivity to existing terrestrial biodiversity and the City questions why this statement is made as the reasons why connectivity is not possible are not presented.</p> <p>The City strongly recommends that further development in the aquatic and terrestrial design be undertaken to improve and increase potential habitats. Additional information is also requested to assist in the review of the proposal in regard to urban ecology and biodiversity. This includes:</p> <ul style="list-style-type: none"> •Details on light spill impacts from the building; and •Information regarding surveys being conducted to confirm an absence of any existing seahorse habitat. The existing subtidal zone includes Sargassum linearifolium which is a potential habitat for seahorses. | <p>The Biodiversity Development Assessment Report (BDAR) (page 18 of Appendix 7 of the EIS) states that some species have habitat requirements that cannot be predicted by PCTs, and therefore cannot be predicted by the assessment tool. Particularly those species that can utilise man-made or exotic environments. As such, a conservative list of final candidate species was developed (Table 2 of the BDAR). The BDAR has made use of published databases in accordance with Section 2.2 of the BAM. Section 2.2.1.1 includes use of published data such as BioNet, VIS and published ecological studies. The BDAR utilised BioNet Atlas records as per section 2.2.1.1 of the BAM. Table 2 (page 19) of the BDAR includes species of local conservation significance, as identified in the Urban Ecology Strategic Action Plan (City of Sydney) and the Connected Corridors for Biodiversity (Southern Sydney Regional Organisation of Councils). The use of additional local data may be used to provide a list of potential candidate species for consideration for species credit species or ecosystem credit species which may require additional survey or offsets.</p> <p>The BDAR (Appendix 7 of the EIS) is an assessment of impacts based on the design intent for the building with provision for improved landscaping along Bridge Road and within the development this contributing to an improvement in terrestrial biodiversity.</p> <p>Measures to improve aquatic biodiversity are discussed above.</p> <p>Consideration can be given during detailed design to minimise light spill on aquatic habitat areas.</p> <p>Seahorse habitat is only available outside of the footprint and would not be impacted (page 16 of Marine Ecology report).</p> |

| Agency | Matter Raised | Submission | Response |
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| | Heritage | <p>A review of the submitted heritage impact statements and reports notes the rich heritage of Blackwattle Bay, the working harbour and significant landscapes, pieces of infrastructure and other buildings surrounding the site. The site is not individually listed although Blackwattle Bay Stormwater Channel, which is on the s 170 Heritage Register of Sydney Water, traverses the site. The site is also near a number of heritage items, including Wentworth Park, The Railway Viaduct over Wentworth Park, and the Former MWS and DB Sewage Pumping Station at 103 Pyrmont Glebe Point Road and the Kauri Foreshore Hotel at 2 Bridge Road.</p> <p>The former coal loader within the site although not listed on a statutory register, is of some significance. Its surviving fabric demonstrates the process of supply of coal from ship to shore by means of a steel cantilevered gantry crane and hardwood bunks, and the distribution from the depots to the consumers. It is a symbol of the maritime industrial history of the Bays Precinct and serves as a landmark seen from the land and water.</p> <p>The maritime history of site of the proposed new Sydney Fish Market in Blackwattle Bay is one of the evolution of industrialisation, from a swamp to an area for waste disposal to an area for transshipment of various materials associated with the commercial development of Sydney and the State. The evolution of the maritime infrastructure, including wharves, jetties and dredging works have formed the background to the current form and character of the Bay. The seawall an 1885-86 Government wharf at the southern shoreline and represents the process of land reclamation in the latter part of the nineteenth century.</p> <p>The Blackwattle Bay Stormwater Channel No 17 is of high historical and technical significance as it was one of the five original combined sewers built in Sydney around 1857. These five sewers were responsible for greatly improving public health, hygiene and living standards for the city's residents in the late 1800's. Improved public health was achieved by diverting stormwater and sewerage from the streets and discharging it into the Harbour. The channel is also of technological significance as it provides an excellent example of the engineering construction techniques of the late 1800s and of the city's early infrastructure. The numerous extensions and modifications made throughout the years provide a good example of the advancements made in drainage construction techniques.</p> <p>The adjoining Wentworth Park is an important and rare open space in a densely populated area. Situated on reclaimed land it is associated with a number of historic drains which have the potential to reveal information on the technical processes of late 19th century land reclamation. Traversing the park is the State Listed brick arched railway bridge viaduct.</p> | Noted. |
| | Heritage | <p>The City notes that whilst the proposal will result in the loss of significance with the demolition of the former coal loader and the office/weighbridge building, there will be positive outcomes with a new and improved SFM and opportunities for greater connectivity along the foreshore, improved aesthetic appearance of this part of the Blackwattle Bay and for heritage interpretation. The following specific comments should be noted</p> | Noted. |
| | Heritage | <p>The Heritage Impact Statement (HIS) refers to the heritage interpretation of the site being a key focus of the development and will be incorporated throughout the precinct that "it has been designed to provide a significant number of opportunities for disseminating information about the history of the site through heritage interpretation both physical and visual. This includes using salvaged material from the coal loader and the office/weighbridge buildings and displaying archaeological deposits in a manner that process and additional and educational opportunity to engage the public in the history of the area."</p> <p>The city notes, however, that no specifics of an interpretation plan have been submitted for review. A Heritage Interpretation Plan is required to be submitted as part of the detailed design of the SFM and is to address the maritime history of the site, the existing Fish Markets and archaeological evidence to</p> | |

| Agency | Matter Raised | Submission | Response |
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| | | ensure adequate provision is made for heritage interpretation as part of the development. | |
| | Heritage | <p>The Mitigation Measures recommended to deal with the loss of assess heritage values outlined in the HIS should be included as a condition of consent. In particular:</p> <ul style="list-style-type: none"> •Engagement of a built heritage specialist; •Heritage listed stormwater channel; •Physical archive; •Archival Photographic Recording of the coal loader and office/weighbridge prior to commencement of works on site; •Salvage Methodology; and •Archaeology. | This can be addressed by condition of consent. |
| | Heritage | The findings of the maritime Heritage Impact Assessment are that the proposed works have potential to disturb archaeological deposits of local significance within the sediment in the investigation. The mitigation measures and archaeological test excavation strategy identified this assessment report should be adopted for the proposed works. | This can be addressed by condition of consent. |
| | Contamination | The City has undertaken a review of the submitted reporting in regard to site remediation and contamination and are satisfied with the recommendations is such reports. | Noted. |
| | Contamination | The site is classified with high probability of heavy metal, PAHs, TRH, ASS, and soil, groundwater, sediment, ground gases and vapour contamination resulting from former industrial uses. Remediation is required to enable the development and is recommended that remediation be undertaken in accordance with the submitted recommendations. | Noted. |
| | Contamination | <p>The site is classed as having a 'high probability' of acid sulphate soil (ASS) within the benthic sediments. These soils can cause harm to marine flora and fauna if disturbed, exposed to oxygen and then resubmerged during piling. The proposed construction method includes a silt curtain and cofferdam to contain fine-scale sediment plumes during construction and remediation of sediment contamination.</p> <p>It is recommended that a NSW EPA Accredited Site Auditor peer review the proposed RAP and any further contamination reports prepared for the site.</p> | Tom Onus (from Ramboll) has been engaged as the NSW EPA accredited Auditor for this development. |
| | Contamination | Contaminated sediments in Black Wattle Bay may leach into the sea water following construction disturbance, requiring careful management during demolition and construction, and during the immediate period afterwards. The treatment and contingencies section of the ASS Management report seems to consider the treatment of resultant water acidification as land based rather than in the bay. This should be clarified and confirmed that adequate measures, and comment sought from the relevant team before determination. | As stated in Section 6.4.2 of the RAP (Appendix 5 of EIS) - any construction/development works that result in the potential disturbance of sediments, will require management, from both a contamination and ASS view point. The management measures will primarily comprise controlling the potential for resuspension of sediments during development works such that mobilisation of contaminants and changes in the sulfate-sulfide equilibrium of the sediment are minimised such that associated short-term ecological risks are appropriately mitigated. It is expected that best-practice management procedures will be informed by development of a site-specific construction and |

| Agency | Matter Raised | Submission | Response |
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| | | | environmental management plan (CEMP) based on the broad management principles provided in the ASSMP (Appendix 6 of EIS) - which will be prepared once the final construction methodologies are understood/defined. The CEMP will include requirements for compliance with NSW Environmental Legislation, including the POEO Act. In addition, the performance of the measures employed will be subject to environmental monitoring during construction works such that alternative mitigation measures can be implemented if required. All required monitoring and appropriate assessment standards will be documented in the CEMP. |
| | Traffic - construction | The staging or period of construction impact needs to be made clear and is recommended that a construction traffic management plan be prepared and submitted to the DPIE and City as part of the Stage 1 assessment – understand the assumptions and management of the construction including by water and by land. This includes the Bridge Road upgrade works will have significant impact on public and private transport during construction. | A Construction Pedestrian and Traffic Management Plan (CPTMP) will be prepared in consultation with the Sydney Coordination Office within TfNSW |
| | Public Art | The consideration of public art has not discussed in the EIS and is it recommended that a public art strategy be prepared and submitted for further assessment. | Wallner Weiss is working with the Design Team on the Public Art Strategy. A preliminary strategy has been prepared and is contained in Appendix 10 for information purposes. |
| | Signage | A commercial signage strategy and wayfinding signage strategy is recommended to be submitted either as part of this assessment or as a condition of consent. Wayfinding is to be considered on a larger scale and form part of a comprehensive and consistent wayfinding strategy as the Fish Markets site falls within part of the larger Bays Precinct | A wayfinding and signage strategy is provided in Appendix 4. This builds on the design principles included in the Design Report accompanying the development application (Appendix 2 of A3 Volume of the EIS) and seeks to ensure an integrated approach to wayfinding and signage integrated into the design of the building. Wayfinding and general signage are being considered together in an integrated manner. |
| DPIE Water and Natural Resources Access Regulator | | The project must obtain appropriate Water Access Licenses should groundwater or surface water be accessed during stage two works. | This can be addressed by condition of consent. |

4.2 Submissions from organisations

Submissions were received from 19 organisations. Of the 19 submissions, 4 submissions supported the proposal, 8 raised objections to the development in part or in whole and 7 submissions did not object outright yet nonetheless raised concerns or made comments for further consideration.

Table 2 –Submissions from Organisations

| Submitter | Suburb | Topics Raised |
|--|-----------|--|
| A group of concerned owners and residents | Glebe | - Impact on views/visual character |
| The Glebe Society | Glebe | - Foreshore Access - Contamination - Traffic - congestion - Contamination - Traffic - parking - Traffic - congestion |
| Bike Leichhardt | Lilyfield | - Traffic - provision for bicycles |
| Pacific Dragons Dragon Boat and Outrigger Canoe Club | Balmain | - Impact on rowing and other water uses |
| Hands off Glebe Inc | Glebe | - Other - Construction impacts - Cumulative impacts - Noise impacts - Traffic - cumulative impacts - Traffic - public transport - Traffic - assessment - Traffic - parking on local streets - Impact on marine ecology - Waste management - Noise impacts - Other - consultation |
| Friends of Ultimo | Ultimo | - Support - Retain fish market on existing site - Other - development cost - Impact on Wentworth Park - opportunity to connect to the bay - Traffic - congestion - Cumulative impacts - Sustainability - solar |
| The Glebe Society | Glebe | - Other - development cost - Traffic - assessment - Traffic - parking - Traffic - parking on local streets - Traffic - congestion - Traffic - provision for bicycles - Traffic - parking for coaches - Traffic - cumulative impacts |

| Submitter | Suburb | Topics Raised |
|---|-----------|---|
| | | <ul style="list-style-type: none"> - Foreshore access - Disabled access - Contamination - Consistency with planning controls - Impact on Wentworth Park - opportunity to connect to the bay - DA premature - Impact on Wentworth Park - impact on views - Suggested conditions - Retain fish market on existing site |
| Save Our Bays | Glebe | <ul style="list-style-type: none"> - Traffic - congestion - Traffic - parking on local streets - Traffic - parking for coaches - Cumulative impacts - Foreshore access - Cumulative impacts |
| Physical Disability Council of NSW | Glebe | <ul style="list-style-type: none"> - Disabled access |
| NSW Fishermen's Co-operatives Association Limited | Wickham | <ul style="list-style-type: none"> - Support |
| Commercial Fishermen's Co-operative Limited | Wickham | <ul style="list-style-type: none"> - Support |
| Tourism and Transport Forum | Sydney | <ul style="list-style-type: none"> - Support |
| COTA NSW | Sydney | <ul style="list-style-type: none"> - Disabled access |
| Guide Dogs NSW/ACT | Chatswood | <ul style="list-style-type: none"> - Disabled access |
| Renaissance Partners | Broadway | <ul style="list-style-type: none"> - Consistency with planning controls - Cumulative impacts - Consideration of alternatives - Impact on views/visual character - Impact on Wentworth Park - impact on views - Traffic - assessment |
| Mirvac Real Estate Pty Ltd | Sydney | <ul style="list-style-type: none"> - Consistency with planning controls - Economic impacts - assessment required - - DA premature - Matters not addressed - Matters not addressed |
| Deans Property | Broadway | <ul style="list-style-type: none"> - DA premature - Consideration of alternatives - Building over harbour - Impact on Wentworth Park - impact on views - Impact on Wentworth Park - poor pedestrian connection |

| Submitter | Suburb | Topics Raised |
|-------------------------|--------|---|
| | | <ul style="list-style-type: none"> - Retain fish market on existing site - Other - development cost |
| Sydney Business Chamber | Sydney | <ul style="list-style-type: none"> - Support - Traffic - assessment |
| Pymont Action Inc | Pymont | <ul style="list-style-type: none"> - Matters not addressed - DA premature - Traffic - congestion - Traffic - mitigation measures - Traffic - cumulative impacts - Traffic - assessment - Traffic - parking - Traffic - parking for coaches - Traffic - public transport - Impact on rowing and other water uses - Cumulative impacts - DA premature - Urban design and architecture - Stormwater management |

These submissions have been considered in detail and the applicant's response is presented in the following table.

Table 3 – Response to Submissions from Organisations

| Submitter | Suburb | Issues Raised | Issues (Detailed) | Response to Issue |
|--|--------|----------------------------------|---|---|
| A group of concerned owners and residents | Glebe | Impact on views/visual character | The EIS fails to consider the impact of a loss of view and the consequential loss of asset value for the above residents. In particular, the 'Western corridor view' does not consider the significant impact of the proposed development at a height of RL 25 on the much larger footprint of the new fish market building. The EIS is misleading in portraying a 3 storey building when in fact the height of the proposed development is more typical of a 6-7 storey building. | Additional visual impact assessment of impact on views from this property has been undertaken and an amended Landscape Character and Visual Impact Assessment has been prepared (Appendix 7). Views from these private properties would change as a result of the development with views of the existing cement works structures replaced by views of the new building with additional city skyline views available by the demolition of the cement works. Views to most of Blackwattle Bay and to Anzac Bridge would be retained. |
| | | Impact on views/visual character | It is also worth noting the LEP in this western region has a maximum height of 15m above ground level and this proposal exceeds the LEP in the western corner by almost 10m (recognising that the development is not strictly bound by the LEP but should still consider this). | The building has been designed with careful consideration of site characteristics and context. |
| | | Impact on views/visual character | In summary we request: 1. That the development take into account the significant loss of view on the western corridor imposed on a number of residents. 2. The final building proposal eliminates any loss of view from the residents in the western corridor | See above |
| The Glebe Society | Glebe | Foreshore Access | For fifty years the Glebe Society has fought for, and achieved, public access to the waterfront of Glebe, beginning at Bridge Road through to Orphan School Creek. Now that the industries are moving out from Bridge Road along Blackwattle Bay, we want to see free and unrestricted non-commercial public access to the foreshore, and the connection of Wentworth Park to the waterfront. The proposed building would appear to restrict access to the waterfront. It would also create a significant barrier between Wentworth Park and Blackwattle Bay. | A continuous waterfront promenade is created along the northern edge of the upper ground floor, continuing from the north east public lifts through to the western public lift. An improved pedestrian environment is provided to Bridge Road. These promenades connect with the Glebe foreshore walkway. Access to the waterfront is improved with the provision of safe pedestrian access elevated above the working fish market and wharves for the fishing fleet. Access to the waterfront is improved and pedestrian connections with Wentworth Park are also improved at the intersections of Wattle Street and Wentworth Park Road. The elevated public domain provides additional opportunities for views to the park. |

| Submitter | Suburb | Issues Raised | Issues (Detailed) | Response to Issue |
|-----------|--------|----------------------|--|--|
| | | Contamination | <p>The Society is concerned about the plan to build over water, alienating the head of Blackwattle Bay, and risking stirring up toxic sediment.</p> <p>The footprint of the proposed Fish Market is less than half the current establishment. The plan to build car parking below sea level raises questions of whether there will be adequate spaces, along with concerns about disturbing toxic sediments that would impact the rest of Blackwattle Bay.</p> | <p>Assessment of sediment quality has been undertaken as detailed in the technical reports submitted. The potential for disturbance of contamination has been discussed within the reports in detail and a proposed management framework documented.</p> <p>Notwithstanding, any construction works that will result in the potential disturbance of these sediments, will require management, from both a contamination and ASS view point. The management measures will primarily comprise controlling the potential for resuspension of sediments during development works such that mobilisation of contaminants and changes in the sulfate-sulfide equilibrium of the sediment are minimised such that associated short-term ecological risks are appropriately mitigated. Best-practice management procedures will be informed by development of a site-specific construction and environmental management plan (CEMP) based on the broad management principles provided in the ASSMP (JBS&G 2019d) - which will be prepared once the final construction methodologies are understood/defined. In addition, the performance of the measures employed will be subject to environmental monitoring during construction works such that alternative mitigation measures can be implemented if required.</p> |
| | | Traffic - congestion | <p>The Society is particularly concerned about access to the proposed Fish Markets. The current markets have truck access and car parking off a side road, and are near a light rail station. The proposed Fish Market would be located on a busy thoroughfare.</p> | <p>The new Sydney Fish Market will benefit from having direct access into a basement car park via a new signalised intersection from Bridge Road - affording visitors access from all directions on the road network. Detailed traffic modelling has been undertaken to support the project and confirms that the proposal will have acceptable impacts on the surrounding road network.</p> |
| | | Traffic - parking | <p>The Deloitte Access Economics Report, "A redeveloped Sydney Fish Market: enhancing its wider economic and social impacts" reports that 42 per cent had problems with transport or parking availability (Figure 1.2). This is for three million visitors. If those numbers find parking and transport unsatisfactory now, what will the projected 5 million find at a site which will have fewer parking spaces? The traffic and transport situation will only be exacerbated if the proposed re-development of the current Sydney Fish Market site, with over 2700 apartments, proceeds.</p> <p>The 2019 Deloitte Access Economics report, "Wider social and economic impacts of a redeveloped Sydney Fish Market", estimates 25 per cent of the 5 million plus visitors will come by car, and acknowledges "this will represent an increase in car traffic around the area" and that congestion around SFM at peak visitation times could worsen. It further acknowledges "increased traffic from higher visitation may have ongoing negative impacts on the area's amenity."</p> <p>The recent report by the Greater Sydney Commission, "Western Harbour Precinct including the Pyrmont Peninsula, Planning Framework Review Report", which covers the proposed new Sydney Fish Market site, found "the quality of place is impacted by regional traffic corridors, including cross regional traffic and freight", and that there "are barriers to a connected and reliable transport network supported by a fine-grain pedestrian network"</p> | <p>Detailed traffic modelling has been undertaken for the project, which considers an increase in visitation to the new Sydney Fish Market to 6 million people per year by 2034 (refer to Appendix 11 of the EIS and Appendix 6 of this response to submissions). The modelling was undertaken in close consultation with TfNSW, and confirmed that the new Sydney Fish Market development will have acceptable impacts on the surrounding road network. The analysis indicates that key intersections on Bridge Road from Wattle Street to Harris Street will operate at the same level of service compared to existing conditions.</p> |

| Submitter | Suburb | Issues Raised | Issues (Detailed) | Response to Issue |
|----------------------------|-----------|----------------------------------|--|--|
| | | Traffic - congestion | <p>The new market will also need to cater to the trucks that deliver the approximately 90 per cent of fish stocks that come by road from outside Sydney and overseas.</p> <p>The Premier's press release announcing the cost increase also stated that visitor numbers to the new Sydney Fish Market "are set to more than double to over five million a year".</p> <p>How will the anticipated five million visitors get to the Fish Markets? They won't all be able to park in the underwater car park, or in the back streets of Glebe.</p> <p>Traffic around the site, and transport to it, pose significant problems, problems that will severely impact the neighbouring Blackwattle College, and Glebe residents.</p> | <p>The new Sydney Fish Market proposal includes a dedicated loading dock at ground level which accommodates 20 service vehicle parking spaces. Further, the proposal includes 137 parking spaces within the basement car park which can be utilised by small rigid vehicles (SRVs). SRVs have the ability to enter the general car parking area due to the 3.5m height clearance that is provided, and would not enter the main loading dock area. This service vehicle provision has been deemed suitable to accommodate future traffic demands - including an increase in visitation to 6 million people per year.</p> <p>Retaining the same number of on-site parking spaces when compared to the current facility provides an appropriate balance between minimising the traffic impacts of the proposal and ensuring sufficient on-site parking is available for visitors. A number of strategies are to be implemented to increase the available capacity of the car park.</p> <p>Detailed traffic modelling has been undertaken to support the project and confirms that the proposal will have acceptable impacts on the surrounding road network.</p> |
| Bike Leichhardt | Lilyfield | Traffic - provision for bicycles | The new Fish Market should be accessible by people on bikes from surrounding suburbs and the CBD in at least a 5 km radius. Existing bicycle paths and roads need upgrading to allow safer and direct access. There appears to be no discussion of this in the EIS, which is an omission. A bicycle plan and Active Transport Strategy should be prepared, showing access routes and required improvements. | <p>The transport strategy includes a detailed section on active transport (pedestrians and cyclists). The proposal responds to this by providing:</p> <ul style="list-style-type: none"> - An enhancement to the existing bicycle network via a new shared pathway on the northern side of Bridge Road - Secure bicycle parking and end of trip facilities for staff - Bicycle parking for visitors within the public domain - Improvement to the existing pedestrian route between Wentworth Park light rail stop and the new Sydney Fish Market, through the removal of the existing slip lane at the Wattle Street / Bridge Road intersection - Significant widening of the Bridge Road (northern) footpath to provide for an enhanced pedestrian environment. |
| | | Traffic - provision for bicycles | It is disappointing that only a shared path is shown outside the Fish Market on Bridge Rd. A separated bike path in both directions, connecting with the City and Glebe is possible and would greatly improve general access to Pyrmont and the City as well. A bicycle path along the western end of Pyrmont Bridge Rd is included in the Parramatta Rd Urban Amenity scheme, and should be extended the length of Pyrmont Bridge Rd through to the Fish Market. A bicycle path along Wattle St should be provided. An overbridge from Wentworth Park would provide a great way to access the Fish Market and foreshore. | <p>A number of options were considered with respect to cycle paths on Bridge Road, with the shared path deemed to be the safest and most suitable option. This shared path connects with the existing shared paths on Wattle Street and via the Blackwattle Bay foreshore, and connects with the broader City of Sydney bicycle network. A pedestrian bridge was not deemed to be viable due to the impacts to existing trees within Wentworth Park.</p> <p>The issue of shared path for bicycles is addressed in detail in Section 2.5 of the supplementary transport report (Appendix 8). Alternatives have been considered and the proposed shared path is considered the most suitable.</p> |
| | | Traffic - provision for bicycles | The addition of traffic lights to the intersection with Wentworth Park is welcome, as this will (assuming bicycle lights are included) allow cyclists to cross Bridge Rd from Wentworth Park Rd to the Fish Market and to the Blackwattle Bay path. Wentworth Park Rd should have Bicycle lanes or a shared path at least. The Blackwattle Bay path will likely become busier in the future and may need widening and upgrading. A tightening of the turns into Wentworth Park Rd from Bridge Rd will also improve safety of cyclists. | The pedestrian crossing will be designed to accommodate both pedestrian and bicycle movements in a safe manner that responds to growing demands. |
| | | Traffic - provision for bicycles | Bike paths on Banks St connecting the Fish Market to the old Glebe Island Bridge and Pyrmont foreshore are needed, as well as improved | Bicycle links outside of the immediate site vicinity are being considered by City of Sydney Council and TfNSW as part broader planning for the Pyrmont |

| Submitter | Suburb | Issues Raised | Issues (Detailed) | Response to Issue |
|---|---------|---------------------------------------|--|--|
| | | | links to Miller and Saunders St. | Area. |
| | | Traffic - provision for bicycles | Amenities and facilities at the Fish Market such as bicycle parking for staff and customers and staff showers and storage etc. should be easily accessed and visible, to encourage sustainable travel. Space for bicycle repair and free air and water should be provided. | The proposal includes bicycle parking and associated end of trip facilities, including bicycle repair and water bubblers. |
| Pacific Dragons Dragon Boat and Outrigger Canoe Club | Balmain | Impact on rowing and other water uses | However, we do have some concerns with respect to this project, particularly during the demolition and construction phases. It is noted that the EIS does consider several recreational water user's needs – specifically rowers and dragon boaters - and states a number of times that access to the water by these users will not be affected. When describing boat access the EIS notes specifically Glebe Rowing Club and Sydney University Boat Club pontoons access will not be affected. | Noted. INSW recognises the importance of all on water recreational users, including the outrigger and dragon boat groups. Regular consultation with these groups will be ongoing. |
| | | Impact on rowing and other water uses | Our club accesses the water via the stairs from the waterfront promenade on the Western side of the current Hanson Concrete plant near where our outrigger canoes are stored on racks (next to the promenade). We access the water a minimum of three times per week from this location which can increase whilst we are training for specific campaigns. As a result, our club will have very close interaction with any floating plant during demolition and the installation of the silt curtains. Because of this reason our club needs to be considered separately from the other rowing and dragon boat clubs as we are in the closest proximity to the works of this project. I note that the current Construction Staging Report shows that the silt curtain will not impede our access to the water, but we understand that once the Principal Contractor has been appointed that they have the ability to change the construction staging and we request that any changes ensure that our access to the water is maintained. | Consultation will be maintained between INSW and all on water recreational users including the Pacific Dragons Dragon Boat, Outrigger Canoe Club and rowing groups during the construction planning stage with the Principal Contractor. |
| | | Impact on rowing and other water uses | During the operational phase of this project our club has three main concerns; water safety, parking and traffic management. In Appendix 8 of the EIS (Navigation Impact Assessment) our club's canoe storage location is included in Section 2.7.6. However, this section does not acknowledge that our club accesses the water via the nearby water access steps at a minimum of three times per week. This will need to be considered in the overall boat traffic during the operational phase of the Fish Markets. | The frequency of use (minimum 3 times per week) of the water access steps by the Pacific Dragons can be included in the existing usage description. During the operational phase of the new Sydney Fish Market the plan layout of the development has retained the area adjacent to the western shoreline as recreational open water to facilitate continued water access from the several sets of existing water access steps. The NIA report recommends that a Vessel Traffic Management Plan (VTMP) is developed for the new Sydney Fish Market to provide guidance to enhance marine safety and navigation for all vessels using the wharf facilities and the surrounding waterway area. The VTMP would be prepared in consultation with all stakeholders including INSW, Port Authority of NSW, ferry operators, new Sydney Fish Market wharf user group representatives, and rowing and dragon boat club representatives. The VTMP would be reviewed periodically based on feedback received from stakeholders on its implementation and performance. |
| | | Impact on rowing and other water uses | We do not have any concerns with the modification of the rowing route as we train in outrigger canoes and train further afield from Blackwattle Bay and only paddle through Blackwattle Bay at the beginning and end of our training sessions. | Noted. |

| Submitter | Suburb | Issues Raised | Issues (Detailed) | Response to Issue |
|---------------------|--------|---------------------------------------|--|--|
| | | Traffic - parking on local streets | In the EIS it was noted that during peak parking demand periods one of the main strategies will be to use off-street car parks in close proximity to accommodate overflow parking demand. Our concern is that the reality is that a number of visitors to the Fish Markets will use the surrounding street parking which our members currently are frequent users of during our training sessions. | Based on extensive surveys undertaken at the current Sydney Fish Market site, currently offsite parking (primarily on-street parking) accounts for only a small percentage of travel to the existing Sydney Fish Market site. This is largely due to the constrained parking arrangements in nearby local streets, with the majority of parking spaces subject to resident parking schemes. It is expected that this trend will continue under the proposed development, given the same constraints apply with respect to the constrained on-street parking environment. Further, the peak periods for parking at the Sydney Fish Market (particularly on weekends) coincide with the peak on-street parking periods which acts as a constraint. With the implementation of additional controls to reduce staff parking within the new Sydney Fish Market, it can be expected that the majority of visitors travelling to the site will be able to find on-site parking at most hours of the day. |
| | | Impact on rowing and other water uses | We understand as part of this project there will be a great promotion of using public transport to travel to the new Fish Markets. However, our club is concerned that despite these strategies traffic to the area will increase, and our members will be impacted by these increased traffic volumes when attending training sessions. | Detailed traffic modelling has been undertaken to support the project and confirms that the proposal will have acceptable impacts on the surrounding road network. |
| Hands off Glebe Inc | Glebe | Other - Construction impacts | A number of difficulties arise in responding to the two DAs because significant areas are the subject of plans which have yet to be developed. These include, for example, a construction noise and vibration management plan and a sedimentation and erosion control plan. The documents also state that as "the project is at development application stage, details of equipment to be used, work methodologies to be employed and phasing are not known yet". In addition, the place of the projected new fish markets is nowhere related to other developments in the Bays Precinct that are being pushed independently without any consideration of their cumulative impact on our community. | More detailed construction management plans will be prepared prior to construction commencing and include measures to manage construction noise and vibration and traffic. |
| | | Cumulative impacts | The NSW Port Authority has proposed a multi-use facility on Glebe Island to bring building materials into Sydney by sea. The facility will operate 24/7. Combined with the Hanson concrete batching facility, also planned to move to Glebe Island, residents can expect constant noise, dust and air pollution, ships running generators while berthed and 1,200 two-way truck movements per day causing congestion on local streets. White Bay will be the main construction site for the Western Harbour Tunnel. It will be used for a casting plant to fabricate the large concrete sections used in the undersea tunnels and a dumping ground for over half-a-million cubic metres of contaminated toxic sediment dredged from the harbour. These developments will affect Blackwattle Bay and may well render the fish market DA estimations of such matters as contamination, waste, air quality and noise inaccurate and obsolete. | Noted. The EIS assesses the impacts of the proposed development and associated cumulative impacts. |
| | | Noise impacts | A noise assessment found that any increase in noise associated with the operation of the new Sydney Fish Market during retail hours will be within acceptable limits. We will implement measures recommended by an acoustic consultant | Noted. |

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| | | | to minimise noise at the loading dock, where modelled levels were found to exceed acceptable levels. | |
| | | Traffic - cumulative impacts | <p>Hands off Glebe Inc welcomes and supports the aim of “encouraging alternate low carbon means of transportation to and from the New Sydney Fish Market” and that a “high degree of accessibility is to be provided to places in and outside City West for both able and disabled persons”.</p> <p>However there are concerns about some aspects of the traffic assessments and planning, particularly the decision to leave development of a “precinct wide parking and transport mobility strategy” to an unspecified time in the future.</p> | <p>The transport strategy for the new Sydney Fish Market considers a number of measures to be implemented to encourage sustainable transport modes and reduce car dependency that are not reliant on future planning for the precinct. These measures include:</p> <ul style="list-style-type: none"> - Increased bicycle parking for staff and visitors - Improved wayfinding from public transport stops - Enhanced walking and cycling links, particularly along Bridge Road and at the intersection of Wattle Street / Bridge Road - Providing no additional on-site car parking compared to existing levels, despite the increase in site activity. |
| | | Traffic - public transport | <p>Accessibility: The DAs suggest that the site for the new fish market is “in easy walking distance” of 250m to 400m from three light rail stations at Glebe, Wentworth Park and the Fish Market Station. However 400m is not an easy walk for families with young children, the elderly or the disabled. The DA relies on the proposed Sydney Metro West Station for the Bays Precinct, but does not confirm its location. It is understood it will be located near Rozelle which would be a considerable walk to the new location.</p> | <p>The transport strategy is not reliant on one mode of transport, instead it provides a summary of a range of public transport options. For less mobile visitors, the proposal includes the provision of a dedicated drop off / pick up area immediately outside the new Sydney Fish Market which is a significant enhancement compared to the current facility.</p> |
| | | Traffic - assessment | <p>Demand: Traffic modelling in the DAs claims that key intersections in the vicinity of the new Sydney Fish Market site will operate at the same level of service compared to existing conditions with no more a 5% increase in traffic flows compared to current levels. This prediction is hard to accept, given the predicted increase of visitors from three to six million over the next 10 years. In addition the modelling fails to mention the construction of 2,700 or more apartments on the present fish market site. Both the construction phase and the needs of the new residents will inevitably place additional demands on the road network. As a result the projected statistics for the transport networks seem likely to be wrong.</p> | <p>Transport modelling has been undertaken in close consultation with TfNSW. The new Sydney Fish Market will benefit from having direct access into a basement car park via a new signalised intersection from Bridge Road - affording visitors access from all directions on the road network. Detailed traffic modelling has been undertaken to support the project and confirms that the proposal will have acceptable impacts on the surrounding road network.</p> <p>The road network impacts arising from the development of the wider area, including the redevelopment of the existing fish market site, will be detailed in a separate study as part of the rezoning application for the Blackwattle Bay district.</p> |
| | | Traffic - parking on local streets | <p>Parking: Local streets may suffer from considerable pressure for parking as a result of the new fish market development. The DAs propose that parking demands during peak periods will be managed by using off-street car parks. Coaches will be required to park and wait off site on nearby streets such as Bank Street, Wattle Street and Wentworth Park Road. The DAs do not offer a solution to what may well become a serious local problem.</p> | <p>Parking will be contained on-site, with a suite of measures proposed to reduce car dependency and encourage travel via public transport. Based on extensive surveys undertaken at the current Sydney Fish Market site, currently offsite parking (primarily on-street parking) accounts for only a small percentage of travel to the existing Sydney Fish Market site. This is largely due to the constrained parking arrangements in nearby local streets, with the majority of parking spaces subject to resident parking schemes. It is expected that this trend will continue under the proposed development, given the same constraints apply with respect to the constrained on-street parking environment. Further, the peak periods for parking at the Sydney Fish Market (particularly on weekends) coincide with the peak on-street parking periods which acts as a constraint.</p> <p>With the implementation of additional controls to reduce staff parking within the new Sydney Fish Market, it can be expected that the majority of visitors travelling to the site will be able to find on-site parking at most hours of the</p> |

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| | | | | <p>day.</p> <p>The shared loading dock proposed as part of the new Sydney Fish Market development presents an opportunity to improve arrangements for coach parking with some parking spaces within the loading dock used (during off-peak times) to provide for parking for coaches waiting to pick up their passengers. Prior to the opening of the new facility, a management strategy is to be implemented to manage the movement of coaches within the site as well as offsite parking. This strategy will be developed in collaboration with the Western Harbour Alliance (led by Sydney Business Chamber, and including SFM, the Star and ICC as members). The Western Harbour Alliance have committed to developing a precinct parking strategy including consideration of the new Sydney Fish Market.</p> |
| | | Traffic - public transport | <p>Buses: The DAs state that "Whilst there are no bus routes that provide direct access to the site, Bus routes 389 and 501 stop along Harris Street approximately 420m walking distance from the site." This is too far for many visitors to walk. It is a matter of considerable concern that plans to provide adequate bus services are to be the subject of future planning with no date specified. The DA states that "the NSW Government is working with a range of stakeholders on a precinct wide parking and transport mobility strategy for the future". However, as the major attraction point for millions of visitors in addition to growing numbers of residents, the fish market should be serviced by generous bus services planned from the outset of the planning process for the development.</p> | <p>The decision to operate new bus services is a matter for TfNSW. The proposal makes provision for these potential bus services by providing a pick up / drop off area immediately adjacent to the site. The bus stops on Harris Street are only 420m walk away which is a viable walking distance for many people. Alternatively visitors can travel on light rail which provides another convenient form of access to the site</p> |
| | | Impact on marine ecology | <p>There is considerable difficulty in assessing the possible impact of the development on biodiversity or natural qualities of the harbour as the two DAs include a number of contradictory statements. These include the following statements that: "There would be no direct or indirect impacts to threatened aquatic species, populations or ecological communities or their habitat as a result of the project." "The site is located within an area of 'high probability' of acid sulfate soil within bottom sediments. In such areas, there is the potential for environmental risk if bottom sediments are disturbed by activities such as dredging, piling and pile removal." "... there would still be an overall net loss of key fish habitat."</p> <p>It is not clear if we can accept the statement: "the risks posed by contamination can be managed in such a way as to be adequately protective of human health and the environment.</p> | <p>The first three quotes should not be compared because they target specific topics: (1) is for threatened entities listed under the BC Act, FM Act and EPBC Act; (2) is for indirect environmental risk to the broader ecology; (3) is a before and after spatial calculation of fish habitat types described in the DPI Policy and Guidelines for Fish Habitat Conservation and Management. The final statement relates to minimising the risk to the environment, which would be achieved by using sheet piles to contain sediment and contamination during subtidal construction.</p> |
| | | Waste management | <p>While the target of diverting 80% of waste from demolition activities and 90% of waste from construction activities away from landfill is laudable, it is not clear what alternative disposal methods are to be used for disposal of the demolition and construction waste. A statement that "All waste will be managed appropriately in accordance with strict guidelines" is not acceptable – what management and what guidelines?</p> | <p>The criteria is outlined in the Waste Management Plan R05 and are based upon:</p> <ol style="list-style-type: none"> 1. NSW Waste Avoidance and Resource Recovery Strategy 2014-2021 2. City of Sydney Leave nothing to waste: Waste strategy and action plan 2017-2030 |

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| | | Noise impacts | The new fish market and the wharves and operations parking would operate 24 hours a day, seven days a week. Upper level retail and food and the mezzanine office area and Sydney Seafood School would operate from 7am to 10pm Sundays to Thursdays and 7am to midnight on Fridays and Saturdays. It is unclear and a matter of considerable concern what the noise implications across 24 hours of operation will be for local residents and particularly for the school campus adjacent to the site. | The criteria is outlined in the Waste Management Plan R05 and are based upon: 1. NSW Waste Avoidance and Resource Recovery Strategy 2014-2021 2. City of Sydney Leave nothing to waste: Waste strategy and action plan 2017-2030 |
| | | Other - consultation | The range of organisations consulted during the process of planning for the new fish market is impressive. However, there are a number of concerns here too. Hands off Glebe Inc received complaints that during community events requests for specific information were consistently met with vague answers about "visions". The creation of one on one forums were also felt to be manipulative, not allowing community information and support. Hands off Glebe has some specific concerns. Hands off Glebe Inc conducted a community survey in 2017. 6,000 copies of the Grapevine containing the survey were letterboxed across Glebe and Ultimo and the survey was also available online. Using the results from the survey, Hands Off Glebe drafted a Community Master Plan which includes 15 priorities for the Bays Precinct development. An open consultation on the draft Plan was facilitated through a community meeting on July 12. The meeting confirmed that there was overall community support for the 15 priorities with some minor changes. The Community Master Plan was sent to UrbanGrowth but there has never been any acknowledgement, public or private, of its conclusions. We also query the report in the DAs on a Hands off Glebe public forum in April this year that listed community views as "questions", effectively silencing the community voice. | Noted. |
| Friends of Ultimo | Ultimo | Support | Need to update SFM is welcomed and utilisation of derelict site is needed | Noted. |
| | | Retain fish market on existing site | It is not yet clear why the Fish Market need to be relocated. The explanation we were given, that this would avoid having to close the markets temporarily which would be bad for business, was weak and unconvincing. The construction of the new Fish Market appears to be primarily a pretext for freeing up the land currently occupied by the existing market, in order to construct (10?) high rise apartment towers (2,760 apartments?) | <p>The decision to build the new Sydney Fish Market at the head of Blackwattle Bay was made after a comprehensive options analysis which considered other sites in the area, including sites on land such as the existing Sydney Fish Market, as outlined in section 1.4 of the Environmental Impact Statement (Concept DA and Early Works). It was also supported by a number of submissions to the "Call for Great Ideas" held in 2015 and through community consultation undertaken in 2017.</p> <p>It was determined that the proposal to construct the building over the water on piers at the head of Blackwattle Bay offered the best solution, because it delivered a number of benefits to the community and the Sydney Fish Market, including:</p> <ul style="list-style-type: none"> • Returning inaccessible parts of the foreshore to the public and completing the missing link to the harbour-side promenade from Blackwattle Bay to Woolloomooloo. • Allowing the existing market to trade uninterrupted until the new facility is completed. This is something that has been tested as being imperative in previously failed attempts to redevelop the Sydney Fish Market. • Enabling the community to experience the authentic working fish market |

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| | | | | by providing a view of the fish market operations and its associated waterside dock operations from the harbourfront promenade. |
| | | Other - development cost | The initial budget has escalated three-fold, from \$250M to \$750M. While the original (\$250M) project was to build a modernised, upgraded version of the existing Fish Market, the revised (\$750M) proposal is to construct a vast shopping mall. It is inappropriate for the Government to be involved in this type of commercial venture | Government is the owner of both the existing Sydney Fish Market Site and the proposed new site. Government will be the owner of the new Sydney Fish Market building so it will stay in public ownership. The publically released Business Case for this project shows a net economic benefit for the state of NSW through Governments investment in the renewal of this area. |
| | | Impact on Wentworth Park - opportunity to connect to the bay | The project completely fails to deliver UrbanGrowth's promise of "seamless" continuity with Wentworth Park. No provision has been made for a pedestrian "bridge" over, or a tunnel under, Bridge Road Only minor alterations to Bridge Rd pedestrian crossings are proposed. | Pedestrian connections from Wentworth Park to Blackwattle Bay will be improved through the project. Opportunities to "bridge over" or tunnel under were explored early in the design process. However, the contamination of ground soil and significant impacts to Moreton Bay figs made these options unfeasible. |
| | | Traffic - congestion | The project will bring more traffic into an already congested area, with no consideration for public transport other than that the new development will be within 400m of 3 light rail stations. | The transport assessment has emphasised the non-car options available for staff and visitors to access the site, including measures to support public transport, walking and cycling. Detailed traffic modelling has been undertaken to support the project and confirms that the proposal will have acceptable impacts on the surrounding road network. |
| | | Cumulative impacts | The project will see 2,760 more apartments built in Australia's most densely populated suburb, but the question of amenities and services (transport, schools, sporting and recreational facilities, etc...) has not been considered. | Relocating the Sydney Fish Market to the head of Blackwattle Bay unlocks an opportunity on the current site to deliver a connected public promenade as well as a vibrant, sustainable destination that is connected to Sydney's waterfront. This relocation is then the catalyst that facilitates the rezoning and subsequent renewal of Blackwattle Bay. INSW is working with the community to prepare a State Significant Precinct Study and rezoning application that will deliver a mix of community facilities, parks and open spaces as well as shops, office space and homes. The SSP process requires that INSW plans for the infrastructure and social infrastructure required to support the renewal. This work will be subject to a separate future planning proposal and community consultation process. |
| | | Cumulative impacts | The Project does not take into account the adjacent proposed Wattle St Depot re-development which will also put pressure on transport and amenities in the vicinity (Wentworth Park and Ultimo Public School in particular) | This proposal is still under consideration by Council with no certainty around density or scale of development, including likely traffic movements. Given the site is still subject to approval, it has not been specifically considered. The broader traffic modelling being undertaken for the Blackwattle Bay precinct will consider future development sites such as this in further detail. |
| | | Sustainability - solar | The building "fish-scale" roof is attractive (although it will be seen mostly by a happy few flying over the building!) but will only deliver 5% of the electricity used by the site. It would be advantageously replaced by solar panels which could make the building energy-neutral. | The NSW Government has approached the new Sydney Fish Market project with the specific goal of pushing the boundaries of ecological sustainability by targeting world class initiatives. The development is committed to achieving a 5 Star Green Star rating and is targeting a 6 Star Green Star rating. Among the range of measures that are planned to be implemented to meet the committed 5 Star rating is a 335kW solar system using integrated photovoltaic cells (PV) on the roof of the building. This is equivalent to 67 average residential PV systems (5kW). |

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| The Glebe Society | Glebe | Other - development cost | <p>TGS supports building a new SFM on the current site funded by the private sector, notwithstanding the DA rejects the current site as unacceptable due to the interruption of trading on the existing SFM businesses, and sub-optimal urban design (E.I.S. clause 1.4, p.3). The State Government is effectively underwriting those businesses. TGS notes the minor disruption to the SFM traders due to rebuilding on the current site would be temporary while the disruption that would be experienced by Glebe residents from the new SFM would be serious and permanent.</p> <p>TGS further notes sub-optimal urban design can be addressed. NSW taxpayers will be funding the expansion of the SFM into a commercial retail and dining venture, which is not without risk. The current SFM has a floor area of 18,000sqm, including 10,600sqm retail (E.I.S. 2.7.3 p.19). The proposed SFM would be one third larger, at 26,751 (E.I.S. 3.5.8, p.32), with the retail space increasing by 93%. TGS does not believe it is appropriate for taxpayers to bear the cost and risk of building a shopping centre type food hall and dining precinct. TGS is particularly concerned about the escalation in cost, from the initial estimate of \$250 million to \$750 million as announced on 19 September, 2019. (https://www.nsw.gov.au/your-government/the-premier/media-releases-from-the-premier/new-fish-markets-a-step-closer/) Building over the contaminated sediments of Blackwattle Bay, will incur a massive expense, and any failure to contain the contamination would not only be catastrophic for the Bay, it would result in skyrocketing costs that must be borne by NSW taxpayers.</p> | Government is the owner of both the existing Sydney Fish Market Site and the proposed new site. Government will be the owner of the new Sydney Fish Market building so it will stay in public ownership. The publically released Business Case for this project shows a net economic benefit for the state of NSW through Governments investment in the renewal of this area. |
| | | Traffic - assessment | <p>The DA states that currently there are three million visitors a year to the existing SFM (E.I.S. 2.7.3 P.19), and that this number is expected to double over a ten year period (Stage 1 E.I.S. 7.5.4 p.122). The DA states that 45% to 50% of all journeys to the current SFM are by car (Stage 1 E.I.S. 7.5.1 p.121), and forecasts that less than 40% of the six million will travel by car (Stage 1 Stage 1 E.I.S. 7.5.4 p.123). TGS believes the DA is incorrect in its assumptions and notes that the forecast elsewhere that 70% of additional visitor arrivals will be by car (Stage 1 Appendix 11, Traffic Impact Assessment p.65). An inconsistent statement appears on page xix of E.I.S. Executive Summary viz "key intersections in the vicinity of the new SFM site will operate at the same level of service compared to existing conditions". The plan is to direct traffic to the SFM from the intersection of Wentworth Park and Bridge Roads, which will have traffic signals. However Figures 75, 76 and 77 within E.I.S. Appendix 11 indicate forecast increases of 16.5% in the AM peak hour, 11.5% in the PM peak hour, and 32.5% in the weekend peak hour at that intersection. Traffic is also forecast to increase at the Bridge Road/Wattle Street intersection by 4.2% in the AM peak hour, 3.0% in the PM peak hour, and 5.0% in the weekend peak hour. These figures all contradict the assertion that there will be the same level of service.</p> | Although there will be increases in traffic at the Wentworth Park Road / Bridge Road intersection compared to current conditions, the advent of traffic lights at this location will more efficiently manage traffic flow. Traffic lights will manage vehicle movements from all directions, compared to the current situation where queues can develop on Wentworth Park Road as vehicles have to give way to cars travelling on Bridge Road. For this reason the level of service is projected to remain unchanged, despite the projected increase in traffic movements at this location |

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| | | Traffic - parking | <p>Traffic heading west on Bridge Road will also be able to access the SFM from a turning lane. But accessing the SFM from Bridge Road will have its problems. Stage 1, Appendix 11, Traffic Impact Assessment, 2.2.2 p. 14 states "The intersection of Bridge Road and Wattle Street may represent a key network constraint in terms of future vehicular access to the new SFM site."</p> <p>Despite the forecast increase in visitor numbers, the new SFM will have the same number of parking spaces as the current SFM. The TGS rejects the assertion that the proposed strategies viz. charging market rates for parking, using off-street car parks in close proximity and providing a drop-off bay (E.I.S 3.7.1 p.38) will result in adequate car parking availability.</p> | <p>Retaining the same number of on-site parking spaces when compared to the current facility provides an appropriate balance between minimising the traffic impacts of the proposal and ensuring sufficient on-site parking is available for visitors. A number of strategies are to be implemented to increase the available capacity of the car park - including initiatives to discourage staff from parking in the carpark. Existing car parking restrictions in local streets will restrict Sydney Fish Market staff from utilising these areas.</p> |
| | | Traffic - parking on local streets | <p>The DA admits that "On a weekend demand will exceed the available on-site capacity by approximately 80 car spaces between 11.00am and 2.00pm and that during major events (e.g. 35 hour seafood marathon, Easter Friday etc.) parking demand will increase further" (E.I.S. 3.7.2 p.39).</p> <p>The DA projections ignore the increased traffic along Bridge Road. The DA completely dismisses the impact that the new trading hours will have on weekday peak hour traffic conditions, when an estimated additional 400 vehicles will travel on Bridge Road to enter the new car park from 5pm to 7pm.</p> <p>The TGS believes an inevitable consequence of the limited parking spaces, and the charging of market rates for parking at the SFM (E.I.S. 3.7.2 p.40) will be that drivers will park in the surrounding streets of Glebe, where there is free 2 hour parking between 8am and 6pm on weekdays, and unrestricted hours the rest of the time.</p> | |
| | | Traffic - congestion | <p>Only between 7.5 to 8.2 per cent of seafood sold at the SFM wholesale auction arrives by water, according to then general manager Bryan Skepper ("Real Estate Deal", Concerns raised about Fish Market Development", Sydney Morning Herald, January 13, 2019). The remainder arrives by road. Appendix 11, clause 4.10.4, p.44, states that, over the course of a typical weekday, heavy vehicles (Gross vehicle mass or aggregate trailer mass of more than 4.5 tonnes) were found to comprise approximately 13% of total traffic entering and exiting the site. These vehicles have the potential to clog Wentworth Park and Bridge Roads, delaying traffic on these already busy roads.</p> | <p>The traffic modelling undertaken for the study has considered the existing and future volume of service vehicles expected to access the new Sydney Fish Market. Detailed traffic modelling has been undertaken to support the project and confirms that the proposal will have acceptable impacts on the surrounding road network.</p> <p>The loading dock area has been designed to have adequate capacity to meet expected demand.</p> |
| | | Traffic - provision for bicycles | <p>The proposed bike path will be shared with pedestrians. The experience around the Glebe foreshore is that shared paths do not work a pedestrians feel endangered and bike riders chafe at the 10km per hour speed limit. There will only be a shared path in front of the SFM, (Stage 2, and 3.9.3 p44) with bikes travelling both ways. This assumes most pedestrians will take the promenade, but the reality is many Glebe residents walk into Pyrmont and the city, using the most direct route along the shared path. This is a recipe for accidents</p> | <p>The shared path will be designed as a low speed environment where cyclists give way to pedestrians at all times. Commuter cyclists that travel at higher speeds can continue to use Bridge Road rather than travel at lower speeds on the shared path.</p> |
| | | Traffic - parking for coaches | <p>Currently coaches that deliver many visitors to the SFM park on-site. TGS notes with alarm that at the new SFM it is proposed that "once passengers are dropped off, coaches will be required to park and wait off site on nearby streets." (Stage 1 Appendix 11, 8.3.1 p.81).</p> | <p>Prior to the opening of the new facility, a management strategy is to be implemented to manage the movement of coaches within the site as well as offsite parking. This strategy will be developed in collaboration with the Western Harbour Alliance (led by Sydney Business Chamber, and including</p> |

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| | | | | SFM, the Star and ICC as members). |
| | | Traffic - cumulative impacts | <p>It should also be pointed out that due to the lack of master planning, the DA does not take into account the transport needs of the residents of the proposed 4000 apartments that will be built on the current site and along Bank Street, nor those from future developments in Pyrmont/Ultimo and Glebe. TGS strongly disputes the assertion in Stage 1 Appendix 11, 8.3.1 p. 88 that, because the current masterplan for Blackwattle Bay "envisages largely residential uses (with low rates of onsite car parking)... Therefore the volume of traffic generated by future development will be modest and potentially lower than that currently generated by the existing operations."</p> <p>To consider the SFM development in isolation from these factors, shows blatant disregard for best practice in high density urban planning.</p> | <p>The road network impacts arising from the development of the wider area, including the renewal of the existing fish market site, will be detailed in a separate study as part of the rezoning application for Blackwattle Bay. This will include a comprehensive transport assessment that considers the future needs of residents, workers and visitors of the Pyrmont area. Detailed traffic modelling has been undertaken to support the project and confirms that the proposal will have acceptable impacts on the surrounding road network.</p> |
| | | Foreshore access | <p>For 50 years TGS has fought for access to the foreshores and the development of an accessible foreshore walk. E.I.S. clause 3.9.6 page 47 describes the Glebe foreshore walk as "one of the world's great waterfront walks".</p> <p>The promenade around the front of the SFM involves going up, along and then down two sets of steps. (E.I.S. 3.5.3. p.29).</p> | <p>A continuous waterfront promenade is created along the northern edge of the upper ground floor, continuing from the north east public lifts through to the western public lift. An improved pedestrian environment is provided to Bridge Road. These promenades connect with the Glebe foreshore walkway. Access to the waterfront is improved with the provision of safe pedestrian access elevated above the working fish market and wharves for the fishing fleet.</p> <p>Access to the waterfront is improved and pedestrian connections with Wentworth Park are also improved at the intersections of Wattle Street and Wentworth Park Road. The elevated public domain provides additional opportunities for views to the park.</p> |
| | | Disabled access | <p>TGS believes that the steps effectively discriminate against people who are reliant on wheelchairs. It will also create difficulties for parents and carers with children in prams, and people with young children riding bicycles, all using the Glebe Foreshore Walk in large numbers.</p> | <p>Public lifts will provide alternate accessible paths of travel to the stairs to ensure equitable access to the elevated promenade and between building levels for people with mobility impairment, wheelchair users, prams, bicycles etc. The public lifts (x4 locations) are spread around the building and are either next to or in reasonable proximity to the stairs, so that people with different access needs can travel along a similar route. The public lifts will operate 24/7 (between ground and upper ground level) to ensure that the elevated promenade at upper ground level is always available as an accessible public thoroughfare. At ground level 2 x public lifts are accessed from outside the building; and at upper ground level all 4 x public lifts are accessed from outside the building (Note: at ground level 2 x public lift locations must be accessed from small entry lobbies that are inside the building, as they also must serve other building levels). The location, distribution and number of public lifts has been developed to meet access requirements and consider universal design. During detailed design phase the following points will be developed further to ensure access compliance and DDA objectives are met:</p> <ol style="list-style-type: none"> 1. 24/7 public lift access (that can meet and/or exceed expected public use/demand that is well lit and suitably maintained/functioning etc. at all times). 2. A comprehensive way-finding design and signage plan for the site will be developed with signage to clearly identify the alternative accessible paths |

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| | | | | of travel to the lifts from stairs for ease of location/identification. |
| | | | <p>People using wheelchairs when travelling from Glebe must deviate from Bridge Road to access the lift that will take them up to the next level where they can re connect with the promenade. Those travelling in the reverse direction also need to access a lift down to the next level. This arrangement creates many potential problems for people with mobility impairment, both social and physical, as lifts break down, security risks increase, and most importantly, it is discriminatory.</p> <p>Appendix 17A, Accessibility Compliance Report, refers to the intention of the Disability Discrimination Act (DDA) 1992 and summarises this as follows: "The DDA objectives focus on the provision of equitable, independent, and dignified access to services, facilities and premises for people with mobility, sensory and cognitive disability. The DDA makes it unlawful to discriminate against people on the grounds of disability." 'Premises' is broadly defined under the DDA -Section 23 to include not only buildings but many other aspects of the built environment, including streetscapes and open space areas. (P. 5).</p> <p>The consultant's report also stresses the importance of "Universal Design" (UD) (p.8). "By considering the diversity of users, the design can integrate accessibility, so functionality and benefits can be maximized, without adding on specialized 'accessible' features that can be costly, visually unappealing and may perpetuate exclusion and stigma."</p> <p>TGS believes the current design of the promenade is not equitable, and that it appears to contravene the DDA. TGS objects to such a significant walk going through a building under the control of the SFM management. TGS also fears the SFM management could close the walk down if there were safety or security concerns.</p> | <p>The design has different promenade options at ground level and at upper ground level and both will be available 24/7 to provide choice and flexibility for pedestrians moving to and around the development site. On Bridge Road, a green promenade at ground level will connect the new public domain areas at east and west sides of building for pedestrians on a continuous path of travel without the need to use stairs or lifts. At upper ground level the elevated promenade, that is accessed by both external stairs and public lifts will connect the east and west sides of building for pedestrians on a continuous path of travel. During detail design phase the following points will be developed further to ensure access compliance and further DDA objectives:</p> <ol style="list-style-type: none"> 1. The designated crossing with kerb ramps near the entry to car-park (between east and west sides of building) will be developed to comply with AS1428.1 and maximise pedestrian safety. 2. See additional comments and recommendations above. <p>Noted. The intent and objectives of the DDA and Universal design principles will continue to be considered and developed in ongoing detailed design stages in addition to the access compliance requirements of the DDA Access to Premises Standards, Building Code of Australia (BCA) and relevant access standards. See previous comments above.</p> |

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| | | Contamination | <p>TGS fears that disturbing the chemical load, including heavy metals, in the sediment under the proposed building, could have a devastating effect on the biodiversity of Blackwattle Bay.</p> <p>We dispute the findings of Eco Logical Australia (E.I.S. 6.7.1 p. 137) that the aquatic environment surrounding the site had limited biodiversity.</p> | <p>Assessment of sediment quality has been undertaken as detailed in the technical reports submitted. The potential for disturbance of contamination has been discussed within the reports in detail and a proposed management framework documented.</p> <p>Notwithstanding, any construction works that will result in the potential disturbance of these sediments, will require management, from both a contamination and ASS view point. The management measures will primarily comprise controlling the potential for resuspension of sediments during development works such that mobilisation of contaminants and changes in the sulfate-sulfide equilibrium of the sediment are minimised such that associated short-term ecological risks are appropriately mitigated. It is expected that best-practice management procedures will be informed by development of a site-specific construction and environmental management plan (CEMP) based on the broad management principles provided in the ASSMP (JBS&G 2019d) - which will be prepared once the final construction methodologies are understood/defined. In addition, the performance of the measures employed will be subject to environmental monitoring during construction works such that alternative mitigation measures can be implemented if required.</p> <p>With respect to the comments of the findings of Eco Logical Australia:</p> <p>The Ecological report doesn't use the phrase "limited biodiversity" it states: Recent surveys of Blackwattle Bay (Bugnot et al 2016) found the aquatic habitat and biodiversity to be comparable, if not slightly worse, than other bays within Sydney Harbour (Rozelle, White and Johnstons Bay, Gore and Iron Cove). The subtidal sediment had high metal concentrations, with Annelids (worms) as the predominant infauna species. These are indicative of a disturbed environment. A low biodiversity and number of fish were observed within the Bays Precinct, potentially due to the lack of habitat complexity.</p> <p>The study area and immediate surrounds are highly modified and lack habitat features that support a healthy food web. Although other parts of Blackwattle Bay has elements of habitat that would support greater biodiversity (e.g. variable substrate types, unshaded intertidal and subtidal zones/structures, and macroalgae), those elements are missing from the study area. Therefore, there are limitations to how biodiverse the site can be in comparison to the rest of the bay.</p> |
| | | | Becky Morris, in her 2016 PhD Thesis, Retrofitting Biodiversity, and (unpublished PhD, available at the University of Sydney library) identified 26 fish species and over 50 other organisms, including oysters, shrimp, limpets, sponges and algae. We oppose any move that would threaten this biodiversity. | Noted. Refer to response above with respect to disturbance of sediments. See above for response to biodiversity |
| | | | <p>The Stage 1 DA states: "Heavy metal, PAH (polycyclic aromatic hydrocarbons) and TRH (total petroleum hydrocarbon) contaminated sediments have been identified within the extent of the development site that were reported to exceed both low and high trigger value sediment quality guidelines protective of ecological communities." (Stage 1 E.I.S. 7.10.3 p. 156).</p> <p>The heavy metals that exceed the high trigger values include Mercury,</p> | Noted. Refer to response above with respect to disturbance of sediments. See above for response to biodiversity |

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| | | | Lead, Zinc, Copper and Nickel, while Arsenic was also found (Appendix 4, Figure 4B). The site also has "a high probability of acid sulphate soils within the benthic sediment. These soils can cause harm to marine flora and fauna if disturbed, exposed to oxygen, and then resubmerged." (E.I.S. 6.7.1 p. 138). | |
| | | | <p>Further, the DA states "it is recommended that further site investigation activities be undertaken prior to the commencement of any works that will result in disturbance of the sediments" (Stage 1 E.I.S. 7.10.3 p.157). It is clear that the extent of the contamination, and the threat it poses, are not fully understood.</p> <p>Although there are plans to contain any contamination, any escape would threaten the biodiversity of the Bay and incur significant expense to remediate it. We consider this a strong enough reason to abandon the proposed SFM and to rebuild on the current site.</p> | <p>It is considered that there is sufficient data from the subject site and broader Blackwattle Bay area to inform appropriate management measures (as detailed in the RAP and associated documents) required to be implemented to ensure the proposed development and associated construction activities do not pose a risk to the environment.</p> <p>Please see response above. It is noted that that the constructions works are proposed to be completed following construction of a coffer dam, isolating the construction works footprint from the balance of the Bay. This will minimise the risk of any environmental impacts beyond the site boundary. Within the site, potential environmental impacts associated with localised movement of the sediment to achieve the construction requirements will be managed via selection of a methodology to minimise the suspension of sediments in the water column. It is expected that this will include use of either a long arm excavator, clam shell apparatus or similar to collect and locally transport small quantities of saturated sediment across the bed floor, within a silt curtain surround and gentle placement with the final location. The final mitigation measures to be implemented at the site will be detailed in a site-specific construction and environmental management plan (CEMP) once the final construction methodologies are understood/defined. The CEMP will include requirements for compliance with NSW Environmental Legislation, including the POEO Act. In addition, the performance of the measures employed will be subject to environmental monitoring during construction works such that alternative mitigation measures can be implemented if required. All required monitoring and appropriate assessment standards will be documented in the CEMP.</p> |
| | | Consistency with planning controls | <p>The existing SFM has a Gross Floor Area (GFA) of approx. 18,000m² of which 10,600m² is ground floor retail and auction rooms (E.I.S. 2.7.3. p.19).</p> <p>The proposed SFM will have a GFA of 26,751 (E.I.S. 3.5.8 p.32). There is to be a 93% increase in retail space compared to the existing SFM, (Traffic Impact Assessment Appendix 11, page 62) such that the primary use of the SFM is for retail and entertainment dining when assessed against allocation of area and the spread of trading hours.</p> <p>Portion of the proposed SFM is to be built on the site zoned Waterfront Use, Sydney Regional Environmental Plan No 26 - City West (SREP 26) and TGS rejects the assertion that the new facility meets (or is consistent with) the objectives of the zoning as detailed on Page 81 and 82 of the Stage 1 D.A.</p> | As discussed in Section 5, the proposed State significant development is permissible with consent. Consistency with the objectives of the SREP 26 zoning is discussed in detail in the EIS. |

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| | | Consistency with planning controls | TGS further rejects the assertion that the development proposals are consistent with the aims of Sydney Regional Environmental Plan (Sydney Harbour Catchment 2005) as detailed in E.I.S. Table 8, commencing page 96. In particular TGS strongly rejects any consistency with the following clauses: Clause 2(1)(a)(1) – as an outstanding natural asset, Clause 2(1)(f) – to ensure accessibility to and along Sydney Harbour and its foreshores, Clause 2(1)(g) - the protection, maintenance and rehabilitation of watercourses, wetlands, riparian lands, remnant vegetation and ecological connectivity, Clause 2(2)(b) - the public good has precedence over the private good whenever and whatever change is proposed for Sydney Harbour or its foreshores, Clause 2(2)(c) - protection of the natural assets of Sydney Harbour has precedence over all other interests. | As discussed in Section 5, the proposed State significant development is permissible with consent. Consistency with the objectives of the SREP 26 zoning is discussed in detail in the EIS. |
| | | Impact on Wentworth Park - opportunity to connect to the bay | Put bluntly, the interests of the private businesses within the existing SFM and speculative Government practices have been placed well ahead of the public good. There is the opportunity to finally restore the natural foreshore, as far as is possible, and to continue in a style that is contiguous with the Glebe foreshore walk, thus continuing one of the world best natural foreshore walks. | The proposed design seeks to limit the impact of the building footprint whilst maximizing public access and amenity along the foreshore. The integration of the nSFM into the foreshore walk is an intent which has the ability to diversify and add to the character of the Glebe foreshore walk. |
| | | DA premature | There is still no master plan for the area. Throughout the DA, reference is made to the Bays Precinct Sydney Transformation Plan. This has effectively been trashed by the take-over of the Rozelle Railways (formerly slated for housing and public space), by Westconnex, the expansion of the Super Yacht facility on Rozelle Bay that blocks the planned waterfront walk, the planned Glebe Island Multi-User facility and the adjacent aggregate handling and concrete batching facility. TGS rejects any suggestion that it is necessary to finalise the relocation of the SFM before master planning of the Bays Precinct can occur. | Relocating the Sydney Fish Market to the head of Blackwattle Bay unlocks an opportunity on the current site to deliver a connected public promenade as well as a vibrant, sustainable destination that is connected to Sydney's waterfront. This relocation is then the catalyst that facilitates the rezoning and subsequent renewal of Blackwattle Bay. INSW is working with the community to prepare a State Significant Precinct Study and rezoning application that will deliver a mix of community facilities, parks and open spaces as well as shops, office space and homes. The SSP process requires that INSW plans for the infrastructure and social infrastructure required to support the renewal. This work will be subject to a separate future planning proposal and community consultation process. |
| | | Impact on Wentworth Park - impact on views | The new building will be 238 metres long and 25.5 m high. As such, it will completely block the view of the Bay from almost the entire length of Wentworth Park. The importance of retaining and enhancing views of the water, particularly from public places, is reiterated in the Stage 1 DA, including: • E.I.S. Table 4 p. 88, Consistency with Zone Objectives of SREP26 - Objective: "to create, retain and enhance views and links between Wentworth Park and the foreshores of Blackwattle Bay"; • E.I.S. Table 11. P. 102 - Matters for consideration for Foreshores and Waterways area, No 26 Maintenance, protection and enhancement of views "(a) development should maintain, protect and enhance views (including night views) to and from Sydney Harbour (b) development should minimise any adverse impact on views and vistas from public places; and the DA states the first priority is "Views from the public domain (principally streets, parks and waterways)". (EIS Stage 1 clause 7.3.2. p. 117) | Direct views from Wentworth Park to the bay have been blocked or highly filtered for some time as a result of the existing cement works, buildings, carparks and fencing that runs parallel to Bridge Road. Views at the northern corner of Wentworth Park have been generally blocked by the remnants of the former Jones Bros. Coal Loader. This area is to be turned into public realm space that will allow for greater visual access from the northern corner of Wentworth Park through to the bay than is currently possible (as well as allowing for the public to have water view access from a new public space area). Views from the north-western corner have been blocked or highly filtered as result of the cement works and the western edge of the market will occupy this area. To the west of this is new public domain space (which has been occupied by a carpark) which will allow for views from this location to the water from public space which are currently not possible due to no public access. |

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| | | Impact on Wentworth Park - impact on views | The Stage 1 DA asserts: "the proposal will allow for greater views of Blackwattle Bay...from the proposed public domain area. Currently these areas are not accessible as a result of the concrete batching plant and the former Jones Coal Loader." (Stage 1 E.I.S. 7.3.3 p.118). A quick visit to Wentworth Park would reveal this statement to be categorically untrue: there are more than glimpses of the Bay from the concrete batching plant, and the Bay is clearly visible past sections of the old Jones coal loader site, views that would be completely blocked by the proposed SFM. | The site is currently inaccessible to the public. Substantial areas of public domain (with views of the bay) will be provided which is an improvement on the present situation. |
| | | Suggested conditions | <p>No matter the eventual location of the SFM, the DAs must be subject to conditions that address the liveability needs of neighbouring residential areas and must include but not limited to:</p> <ul style="list-style-type: none"> • Unrestricted 24 hour foreshore access to all people regardless of ability • Measurable noise controls from 10pm to 7am, 7 days per week • Odour control system 24/7 • Lighting and security management to prescribed levels • Identified and negotiated off street parking facilities for waiting coaches • Public Domain management (including any plazas) not to allow hiring or letting of facilities to third parties for commercial gain • A permanent passenger ferry service be operable during all retail trading hours <p>TGS requests the SFM to be redeveloped on its current site, and for the foreshore of Blackwattle Bay along Bridge Road to be restored, as far as is possible, and opened to the public.</p> | <p>Noted with the following comments:</p> <ul style="list-style-type: none"> - 24 hour a day access to the foreshore promenade is proposed including lift access; - Noise reduction measures have been incorporated into the design with additional measures to be implemented if required; - A comprehensive waste management system is proposed that will control odours; - lighting will be in accordance with Australian Standards; - A coach parking strategy is to be prepared as outlined in Appendix 8; - Public domain will be managed by government; - A ferry service is accommodated in the development and is subject to Government approval. <p>Redevelopment on the existing site has been considered and is not the preferred option.</p> |
| | | | <p>Recommendation 1</p> <p>The NSW State Government does not proceed with the relocation of the SFM to the new site, for the reasons listed above.</p> | Discussed above |
| | | Retain fish market on existing site | <p>Recommendation 2</p> <p>The SFM to be redeveloped on its current site, and for the foreshore of Blackwattle Bay along Bridge Road to be restored, as far as is possible, and opened to the public. We believe this presents a wonderful opportunity to improve the amenity and landscape of a heavily populated area, and to greatly improve the quality of the lives of those who reside there and those who visit.</p> | Discussed above |
| Save Our Bays | Glebe | Traffic - congestion | Without significant public transport improvements, visitors will be forced to drive, causing increased traffic and congestion in Bridge and Wentworth Park Roads. This intersection will be the only point of entry and exit for all cars, taxis, Ubers, coaches, emergency, delivery and service vehicles | Visitors are afforded a range of transport options to access the site, with the transport strategy developed with the intention of reducing car dependency. Traffic modelling of the intersection confirms it can accommodate future traffic movements into and out of the site. |
| | | Traffic - parking on local streets | The current proposal will not include any additional parking spaces, keeping the parking on site at 417 spaces only. This means additional visitors are likely to park in Glebe's residential streets | Based on extensive surveys undertaken at the current Sydney Fish Market site, currently offsite parking (primarily on-street parking) accounts for only a small percentage of travel to the existing Sydney Fish Market site. This is largely due to the constrained parking arrangements in nearby local streets, with the majority of parking spaces subject to resident parking schemes. It is expected that this trend will continue under the proposed development, given the same constraints apply with respect to the constrained on-street parking environment. Further, the peak periods for parking at the Sydney |

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| | | | | <p>Fish Market (particularly on weekends) coincide with the peak on-street parking periods which acts as a constraint.</p> <p>With the implementation of additional controls to reduce staff parking within the new Sydney Fish Market, it can be expected that the majority of visitors travelling to the site will be able to find on-site parking at most hours of the day.</p> |
| | | Traffic - parking for coaches | There is no provision for waiting coaches to park, other than in local residential streets. | Prior to the opening of the new facility, a management strategy is to be implemented to manage the movement of coaches within the site as well as offsite parking. This strategy will be developed in collaboration with the Western Harbour Alliance (led by Sydney Business Chamber, and including SFM, the Star and ICC as members). |
| | | Cumulative impacts | The transport modelling that has been completed for this project does not account for the impact of the proposed development of over 2,700 new apartments on the site of the old Sydney Fish Market which will add to local traffic congestion, public transport over-crowding and local parking stress. | Relocating the Sydney Fish Market to the head of Blackwattle Bay unlocks an opportunity on the current site to deliver a connected public promenade as well as a vibrant, sustainable destination that is connected to Sydney's waterfront. This relocation is then the catalyst that facilitates the rezoning and subsequent renewal of Blackwattle Bay. INSW is working with the community to prepare a State Significant Precinct Study and rezoning application that will deliver a mix of community facilities, parks and open spaces as well as shops, office space and homes. The SSP process requires that INSW plans for the infrastructure and social infrastructure required to support the renewal. This work will be subject to a separate future planning proposal and community consultation process. |
| | | Foreshore access | The current design severely restricts public access to the foreshore in Glebe. The building has been billed as part of a day-long walking experience from Woolloomooloo through Darling Harbour to Glebe but the foreshore walk actually forces pedestrians into the Fish Market building rather than continuing outside. | <p>A continuous waterfront promenade is created along the northern edge of the upper ground floor, continuing from the north east public lifts through to the western public lift. An improved pedestrian environment is provided to Bridge Road. These promenades connect with the Glebe foreshore walkway. Access to the waterfront is improved with the provision of safe pedestrian access elevated above the working fish market and wharves for the fishing fleet.</p> <p>Access to the waterfront is improved and pedestrian connections with Wentworth Park are also improved at the intersections of Wattle Street and Wentworth Park Road. The elevated public domain provides additional opportunities for views to the park.</p> |
| | | Cumulative impacts | This public consultation does not consider in any way the proposed development of over 2,700 new apartments on the site of the old Sydney Fish Market. This development will be necessitated by the relocation and redevelopment of the current Fish Market and must be considered alongside it so the cumulative impacts can be established | Relocating the Sydney Fish Market to the head of Blackwattle Bay unlocks an opportunity on the current site to deliver a connected public promenade as well as a vibrant, sustainable destination that is connected to Sydney's waterfront. This relocation is then the catalyst that facilitates the rezoning and subsequent renewal of Blackwattle Bay. INSW is working with the community to prepare a State Significant Precinct Study and rezoning application that will deliver a mix of community facilities, parks and open spaces as well as shops, office space and homes. The SSP process requires that INSW plans for the infrastructure and social infrastructure required to support the renewal. This work will be subject to a separate future planning proposal and community consultation process. |

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| Physical Disability Council of NSW | Glebe | Disabled access | <p>This objection is made on the basis that the current development application discriminates against people with disability including wheelchair users and people with mobility impairment.</p> <p>I would like to acknowledge that while the concept design meets minimum requirements for accessibility via the use of lifts, the proposed stepped promenade forces wheelchair users and people with mobility issues (as well as seniors and parents with prams) to use a lift, located inside the building. This means people who are unable to use stairs will not be able to enjoy the promenade as any able-bodied person would, or as its intended purpose as a way of allowing movement between levels. This is in clear contravention of one of the objectives of the Disability Discrimination Act 1992 (DDA), which is to provide independent, dignified, and equitable access to buildings, facilities and services for people with disability.</p> | <p>Public lifts will provide alternate accessible paths of travel to the stairs to ensure equitable access to the elevated promenade and between building levels for people with mobility impairment, wheelchair users, prams, bicycles etc. The public lifts (x4 locations) are spread around the building and are either next to or in reasonable proximity to the stairs, so that people with different access needs can travel along a similar route. The public lifts will operate 24/7 (between ground and upper ground level) to ensure that the elevated promenade at upper ground level is always available as an accessible public thoroughfare. At ground level 2 x public lifts are accessed from outside the building; and at upper ground level all 4 x public lifts are accessed from outside the building (Note: at ground level 2 x public lift locations must be accessed from small entry lobbies that are inside the building, as they also must serve other building levels). The location, distribution and number of public lifts has been developed to meet access requirements and consider universal design. During detailed design phase the following points will be developed further to ensure access compliance and DDA objectives are met:</p> <ol style="list-style-type: none"> 1. 24/7 public lift access (that can meet and/or exceed expected public use/demand, that is well lit and suitably maintained/functioning etc. at all times) must be guaranteed in perpetuity. 2. A comprehensive way-finding design and signage strategy for the site will be developed with signage to clearly identify the alternative accessible paths of travel to the lifts from stairs for ease of location/identification. - NB. It should also be noted that all stairs associated with the building will be developed with access features to meet access requirements and that internally there are travelators between car-park and upper ground level. While travelators are not compliant with AS1428.1, they will assist people with trolleys, older people, children, bikes etc. |
| | | Disabled access | <p>Buildings are broadly defined under Section 23 to include all aspects of the built environment, including streetscapes and open space areas. As there is no ramp access on any of the four promenades, wheelchair users and people with mobility issues would be forced to enter the building and use the lift in order to change levels, or access and enjoy the ambience of the promenade, an integral part of the new design. This is neither dignified, nor equitable.</p> | <p>We have worked very closely with specialist Disability Discrimination Act (DDA) consultants applying Universal Principles of Design throughout the design development process for the proposed new Sydney Fish Market.</p> <p>An external ramp access, in addition to the public lifts and stairs serving the elevated promenade, was considered as an additional means of vertical access. However in this situation it is not feasible due to the significant height variation between ground and upper ground level that exceeds 6 meters. Providing an access ramp up and over the operational fishing fleet wharfs would result in an extensive ramp system that would be much longer than the entire fish-market building with a significant height variation that may cause un-due fatigue for some people to the point where the ramp becomes unusable. For this reason, it is not permitted for this height under the BCA/DDA Access Code, as compliant ramp systems are not permitted to have a total vertical rise of more than 3.6-meters.</p> <p>Wheelchair users and people with mobility issues are not forced to enter the building to use internal lifts in order to access and enjoy the elevated promenade. There are a range of lifts and locations available (4 x different locations), that include external and internal lifts. There are also various promenade areas at ground and upper level that are available depending on where and what destination people wish to go to e.g. retail tenancies within the building or external access only to the elevated promenade and viewing areas.</p> |

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| | | Disabled access | PDCN call for a review of the design to include the integration of at least one ramp, at either the northern or southern promenade. I appreciate that it may be difficult due to the height of the building, however it is not impossible, and considering it is an iconic public facility designed by high profile architecture firms, is worth undertaking. | Discussed above |
| | | Disabled access | Consideration could also be given to adjusting the internal escalator. This is currently not DDA compliant as it is a stepped escalator, however a slight adjustment to design to make it a ramp escalator would give wheelchair users and people with mobility issues another, albeit lesser, option to access the promenade. It would also mean everyone could use the escalator to access all internal areas of the building, rather than relying on lifts, thereby redistributing user numbers across various conveyances and easing wait times. | Noted. This has been considered within the current design as travelators (instead of stepped escalators) which have been included within the proposal. Internally these travelators connect and provide a step free path of travel between the basement level car-park, ground and upper ground level that will assist some people with mobility impairment, trolleys, older people, children, bikes, prams, people with luggage etc. |
| | | Disabled access | PDCN would also strongly urge you consider providing a turning bay in front of the lockers within End of Trip facility, as well as a unisex ambulant toilet within the Parents Room facility, as per the Accessibility Compliance Report 4.12 – Accessible and Ambulant Sanitary Facilities. This would ensure the design is truly inclusive and doesn't simply meet minimum requirements. | Noted. We will encourage the project team to address these considerations during detail design phase. |
| | | Disabled access | Finally, PDCN would like consideration to be given to the number of accessible car parking spaces. The design indicates there will be six accessible car spaces, and while this meets the minimum requirements, PDCN suggests increasing the number to 18 and including a mixture of wheelchair accessible, ambulant, seniors' and parents with prams spaces, to avoid possible competition for the currently limited spaces. In addition, the current plans to do not indicate how big the spaces will be or where they will be located, and PDCN strongly encourages these be included in the design plans. | Noted. INSW would also welcome the opportunity to meet with PDCN as the project progresses. |
| | | Disabled access | PDCN would welcome the opportunity to work with the Department of Planning, Industry and Environment, along with any other stakeholders as the project progresses, to assist in ensuring this development provides a fully inclusive and equitable experience for all users, and can provide considerable expertise in the area of disability access. | Noted. |
| NSW Fishermen's Co-operatives Association Limited | Wickham | Support | <p>As Secretary of the NSW Fishermen's Co-Operative Association, I would like to put forward our support for the new Sydney Fish Market premises at Blackwattle Bay. We have viewed the material on exhibition and are fully in support of this proposal.</p> <p>The NSW Fishermen's Co-Operative Association has 12 members, all being Fishermen's Cooperatives along the NSW coastline. Combined, the Association represents in excess of 600 professional fishers who are members of our Co-Operatives.</p> <p>The NSW fishing industry has faced many challenges over recent years including closures, contamination/pollution of fishing grounds and most significantly a major restructure. After the significant uncertainty and anguish this has caused our industry, the Government's investment into a new fish market represents optimism for our future and enables us to connect with the community.</p> <p>The benefits for the NSW seafood industry will be immense, as we see considerable innovation, education, potential export income and</p> | Noted. |

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| | | | employment, resulting from the project. There will also be an uplift in tourism, both to Sydney and Regional NSW, as a result of the iconic new structure becoming a destination for visitors and locals alike. The NSW Co-Ops will play a key part in supporting the new Sydney Fish Market. Most notably via the supply of fresh, local and sustainable seafood to the community. We also see the opportunity to deliver an enhanced and extended experience for visitors, whom, after visiting the new fish market and experiencing our local produce, may be encouraged to venture further afield to regional coastal communities. As such, we would like to officially endorse the exhibited proposal. | |
| Commercial Fishermen's Co-operative Limited | Wickham | Support | As General Manager of the Commercial Fishermen's Co-operative Ltd (CFCL), I would like to put forward our support for the new Sydney Fish Market premises at Blackwattle Bay. We have viewed the material on exhibition and are fully in support of this proposal. The CFCL has 105 members, all being Fishermen along the NSW coastline, between Bungwahl in the North and Tacoma in the South. The NSW fishing industry has faced many challenges over recent years including closures, contamination/pollution of fishing grounds and most significantly a major restructure. After the significant uncertainty and anguish this has caused our industry, the Government's investment into a new fish market represents optimism for our future and enables us to connect with the community. The benefits for the NSW seafood industry will be immense, as we see considerable innovation, education, potential export income and employment, resulting from the project. There will also be an uplift in tourism, both to Sydney and Regional NSW, as a result of the iconic new structure becoming a destination for visitors and locals alike. The CFCL will play a key part in supporting the new Sydney Fish Market. Most notably via the supply of fresh, local and sustainable seafood to the community. We also see the opportunity to deliver an enhanced and extended experience for visitors, whom, after visiting the new fish market and experiencing our local produce, may be encouraged to venture further afield to regional coastal communities. As such, we would like to officially endorse the exhibited proposal. | Noted. |
| Tourism and Transport Forum | Sydney | Support | TTF strongly supports this 'Concept and Stage 1 works' proceeding, which include the use of the site for a new Sydney Fish Market including waterfront commercial and tourist facilities, creating a building envelope as well as waterfront structures and pedestrian, cycle and road access. This bold and iconic new tourism development and other leading place making projects like are critical to boosting the social fabric of a community like Sydney and are an invaluable reflection of its people, in this case the hard work and pioneering spirit of one of our early industries. Further, as we enter the next economic cycle there will be some head winds and significant and strategic investments in the visitor economy will place it in good stead to buttress against these challenges and deliver ongoing economic and social benefits to Sydney, NSW and Australia. | Noted. |

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| COTA NSW | Sydney | Disabled access | <p>COTA NSW would like to raise concerns in relation to mobility access of the proposed design, in both the building and the surrounding outdoor amenity. The current design does not appear to be best practice in terms of accessibility, for people with disability, older people or even families with prams. The proposal should include a designated topic that address the proposals response to disability access requirements and how this space will be inclusive for all ages and abilities. This could be placed under Sustainability as social or inclusive design. It appears that the childrens space has been designed with raised sections on the surface, that would make it difficult for wheelchair, pram or people with other impairments to use this space. I refer to the NSW Planning document 'Everyone Can Play' which espouses the concept of designing play spaces to be inclusive for everyone. The ramp to the upper floor appears to be steep which would hinder older people from using it and would also inhibit wheelchair users. There does not appear to be thought provided to vision impaired people in relation to contrast and use of tactiles.</p> <p>Does the applicant have a Disability Inclusion Action Plan?</p> | <p>Discussed above in comments on the Glebe Society submission. Mobility access will be developed further during the detail design phase to ensure we continue to be compliant with the relevant access codes/standards and with ongoing consideration of DDA Objectives and universal design principles.</p> <p>The concept planning for the design of the public domain space has considered accessibility and universal design principles and this will be developed further during the detail design phase. The access assessment of the public domain area (ground level) has been addressed in The SSDA Access Report, Section 4.1 Site Linkages and Public Domain Area. The 'Everyone Can Play' design guidelines and this document will also be considered for the public domain/open space areas during detail design phase to further DDA objectives and inclusion.</p> <p>–The current design includes automated inclined travelators within the proposal. Internally the travelators connect and provide a step free path of travel between the basement level car-park, ground and upper ground level that will assist some people with mobility impairment, trolleys, older people, children, bikes, prams, people with luggage etc.</p> <p>The access features for people with ambulant disability and vision impairment (contrast, Tactiles, stair handrails, nosing etc.) will be provided and developed further and included on documentation as part of detailed design stage in compliance with AS1428.1 and AS1428.4.1.</p> |
| | | Disabled access | <p>The Sydney Fish Market is being promoted as a major tourist attraction for Sydney. Accessible tourism will make up 25% of all international trips by 2020. If you consider the number of cruise ships that dock in Sydney and the passengers that you wish to attract to the fish markets, many of whom will be older people, it would seem prudent to ensure that the design of the building would consider the needs of these visitors. It is vital that a building and precinct of this importance is designed to allow easy and inclusive access to all patrons, with the same opportunities to enjoy the amenity and views of more able visitors</p> | <p>Noted. Equity of access and amenity/opportunities of the design of the building and promenade for people with mobility impairment, including older people are discussed above. This will be developed further during the detail design phase to ensure compliance with the relevant access codes/standards and with ongoing consideration of DDA Objectives and universal design principles.</p> |
| Guide Dogs NSW/ACT | Chatswood | Disabled access | <p>Although difficult to ascertain the exact design looking at the development application drawing, we do note the presence of a substantial number of steps around the venue and advise that these may provide a significant barrier to inclusion of people with Disability as well as a safety risk if appropriate wayfinding principles are not incorporated into the use of steps and bleaches as a design feature.</p> | <p>People with disability have been considered in the concept design of the promenade stairs and these elements will include access features for people with ambulant and sensory disability, including people with vision impairment (i.e. / luminance contrast, Tactiles, stair handrails, nosing etc.) that will be provided and developed further and included on documentation as part of detailed design stage in compliance with AS1428.1 and AS1428.4.1.</p> <p>Equity of access and amenity/opportunities of the design of the building and promenade for people with mobility impairment, please refer to previous comments. This will be developed further during the detail design phase to ensure compliance with the relevant access codes/standards and with ongoing consideration of DDA Objectives and universal design principles.</p> |

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| | | Disabled access | <p>1.1 Detection of stairs / Appropriate Wayfinding We concur with the Accessibility Compliance Report at page 31, which advised that "[t]o improve the safety of the fixed tiered seating (especially at top landing, upper ground level) for people with vision impairment when located adjacent to the accessible path of travel and for safe movement on the stair flights where they interface with tiered seating areas "</p> <p>We recommend:</p> <ul style="list-style-type: none"> o There must be a definite separation between the stairs and the bleachers. o Application of clear, easily identified signage and directional information must be present to direct people who are blind or have low vision to the stairs and not the bleachers. | <p>Noted. Physical separation between stairs and bleachers has been considered in the design of the promenade stairs and a physical element will be provided at top of bleachers, this will be developed further with design team as part of detailed design documentation stage.</p> <p>Signage and additional directional information to direct people who are blind or have low vision to the stairs and not the bleachers will be provided and developed further with design team as part of detailed design documentation stage.</p> |
| | | Disabled access | <p>1.2 Detection and Protection at bleachers We also support the findings of the Accessibility Compliance Report at Page 27 that it is necessary "[t]o improve the safety of the bleacher seating (especially at top landings, upper ground level) for people with vision impairment when located adjacent to the accessible path of travel; and to improve the safety on stair flights where stairs extend beyond the main stair width on intermediate landings and/or where they interface with bleacher seating areas"</p> <p>We recommend:</p> <ul style="list-style-type: none"> o That it is particularly essential that appropriate barriers are installed at the top of the bleachers, where there needs to be a definite protection to ensure that people who are blind or have low vision do not stop off the edge. o A visual element (with appropriate Luminance contrast) is also highly recommended to detect the drop off. | Discussed above. |
| | | Disabled access | <p>1.3 Detection of stairs and handrails Further consideration must be given to determining how a person who is blind or has low vision will to be directed to the handrails of the stairs and not inadvertently find themselves attempting to navigate the bleachers.</p> | Discussed above. |
| | | Disabled access | It was noted in the Accessibility Compliance Report that that an access performance solution may need to be required if discontinuous handrails and/or stair handrail design was implemented to facilitate side access to the fixed tiered seating area. | Discussed above. |
| | | Disabled access | <p>We recommend:</p> <ul style="list-style-type: none"> o A consistent and functional design of the stairs is required – especially with the installation of TGSIs and handrails. | Discussed above. |
| | | Disabled access | <ul style="list-style-type: none"> o Given the varied lengths of landings on the stairs (and consequent bleachers), warning TGSIs will need to be installed at the top and bottom of the stairs, but potentially on some of the landings if the landing exceeds 3 metres in length. If so, this will result in an inconsistent installation of TGSIs on the stairs and consequent confusion for people who are blind or have low vision. | Noted. TGSIs will be provided as required by AS1428.4.1, however we also note that the consistent use of access features in particular of TGSIs is very important for people with vision impairment. The stair access strategy will be developed further with design team as part of detailed design documentation stage. |

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| | | Disabled access | o If the handrails are not continuous of both sides of the stairs, warning TGSi's will need to be installed. Again, this will result in an inconsistent installation of TGSi's on the stairs and consequent confusion for people who are blind or have low vision. | Discussed above. |
| | | Disabled access | We agree with the statement, "Consider providing 30% min. luminance contrast between key surfaces to assist people with vision impairment in orientation/way-finding and improve safety e.g. between wall and floor finishes, between ramps/stairs and adjacent flooring, between handrails and walls, between door hardware and doors etc" Accessibility Compliance Report, p 23. This will help assist with wayfinding and independent travel. | Noted. The stair access strategy and the proposed materials and finishes schedules (including all specified colours, TGSi and step nosing profile types etc.) will be developed further with design team as part of detailed design documentation stage. |
| Renaissance Partners | Broadway | Consistency with planning controls | It is obvious that in the context of 2011, the proposal as it was presented was compliant – it obtained consent under the Act. It is possibly less clear this is the case for the Sydney Fish Market Masterplan process in 2003 as what references that have been found in preparing this submission do not clarify the ultimate status achieved by that effort. Nevertheless, each of these processes represent helpful references to the current proposal. | Noted. |
| | | Consistency with planning controls | Fundamentally, the proposal is a dramatic change in land use. Today the proposed site is a concrete batching plant and a disused commercial marina, both mostly over water and the scale of the proposed development resumes over a hectare of Sydney Harbour. Notwithstanding the positioning of the Government by The Hon. Barry O'Farrell in 2011 to effectively prohibit resumption of the Harbour, albeit in respect of the proposed hotel at Barangaroo, this is an unprecedented impact. | The site will be retained in public ownership with the development providing the opportunity to provide an important facility for NSW and improve public access to the waterfront. |
| | | Consistency with planning controls | A curious anomaly of the proposed site is that it is without a local planning control. That said, the site is subject to a Masterplan – the Rozelle and Blackwattle Bays Maritime Precincts Masterplan developed by the then Waterways Authority. This Masterplan is the current planning for the site and was approved in September 2002. This plan defines clear parameters for the use of the land and moreover a justification for this intent. In response, the current planning application appears to ignore this context and does not seek to consider the impact the loss of commercial waterfront lands has on the future of Sydney Harbour. Moreover, the published statements of intent for the reuse of the existing Sydney Fish Market site further impacts the capacity of this use; essentially removing it from Blackwattle Bay altogether. What is the impact of that change of land use? This is a pattern that has been part of the harbour's character for over one hundred years. It might be like the passing of the blacksmith from the street corners across the city or it might be something that we regret. In the absence of any analysis for this impact, how can we tell? | Relevant planning controls are discussed in Section 5 of the EIS As discussed in Section 5 of the EIS, land containing the existing structures at the head of Blackwattle Bay has been the subject of the Master Plan for Rozelle and Blackwattle Bay Maritime Precincts prepared by the Waterways Authority and adopted in 2002. This document intended to guide redevelopment from 2002 to 2007. This master plan identified the existing wharves as continuing as use for commercial boating. This master plan is now outdated and is to be replaced by the concept DA in so far as it applies to the site. |

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| | | Consistency with planning controls | It should be material to consider how a non-government proponent for such a grand vision would need to approach it. The proposed use is nothing like the current planning control. Typically a proponent of a project would have to progress a proposed change of use and accompanying built form through the Gateway Process. The process would establish the controls for the site which then inform and typical constrain the potential development of the site. The absence of having undergone this process means there is far less established clarity for the intended land use. | Consistency with planning controls is discussed in Section 5 of the EIS. |
| | | Consistency with planning controls | The whole of the Bays Precinct is an identified State Significant Development site under the State and Regional Development State Environmental Planning Policy. The proposed site and the existing site are both within this area. This identification provides a far broader capacity on the proponent to consider non-compliant proposals (the compliance being in relation to existing planning controls such as the Masterplan of 2002). Materially, the capacity to use an alternative planning approval pathway does not remove the need to address the same requirements for a proposed land use and built form that the typical, but staged Gateway and Complying Development pathway imposes. | Noted. |

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| | | Consistency with planning controls | <p>The SEARs (Secretary's Environmental Assessment Requirements) In response to the notice by UrbanGrowth NSW that it intended to develop the Sydney Fish Market at the proposed Bridge Road site, the Department of Planning, Industry and environment's Secretary ('Secretary') provided the requirement for the Environment Impact Statement ('EIS'). The SEARs issued on 22 December 2017 are appropriately unremarkable and cover the typical detail expected. In the context of considering the response by UrbanGrowth NSW, the following points bear some focus:</p> <ul style="list-style-type: none"> i. Key issues as identified in the SEARs must be assessed with reference to: <ul style="list-style-type: none"> a. adequate baseline data; and b. the consideration of potential cumulative impacts due to other developments in the vicinity. i. The key issue of scenic quality and visual impacts should: <ul style="list-style-type: none"> a. Provide a detailed justification for the proposed building location in Sydney Harbour; b. Provide an outline of what alternative location options were investigated; and c. Provide a detailed Visual Impact Assessment. ii. The key issue of transport, traffic, parking and access should: <ul style="list-style-type: none"> a. Define a study area for the study of the impact in consultation with Transport NSW and Road and Maritime Services; b. Incorporate the current daily and peak hour traffic generation; c. Estimate traffic generation by heavy vehicles during operation, including forecast movement of heavy vehicles across a 24-hour period and details of proposed vehicle types; d. The estimated daily and peak hour traffic generation, public transport, walking and cycling trip generation during operation; e. Undertake a trip generation survey of the Fish Markets; f. Develop a traffic model to determine improvements to the road network required to support the proposal (scope, parameters and methodology to be agreed with the Roads and Maritime Services and to be carried out in accordance with the Traffic Modelling Guidelines 2013); g. Estimated seasonal peak trip generation, including Christmas, Easter and any other potential events. Outline how these seasonal peaks and potential events will be managed from the transport perspective, including parking management; and h. Access to and from the site from the road network including intersection locations, design and sight distance. | Noted. |
| | | Cumulative impacts | <p>Before diving into the specifics of the response to the SEARs and the implications of any issues raised, it is worth highlighting that the absence of the Gateway Process having occurred for the Bays Precinct means that consideration of the site may become overly site specific. The broad strategic plan for the Bays Precinct and more locally the Bays Market District as it labels the lands adjacent to the Bay on Banks Street and Bridge Road has replaced the Masterplans and superseded what controls the City of Sydney does apply to these lands. It has done so without defining what will actually be developed and without proposing an actual Masterplan. The impact of these future developments is therefore vague and difficult to consider in the context of the</p> | <p>Relocating the Sydney Fish Market to the head of Blackwattle Bay unlocks an opportunity on the current site to deliver a connected public promenade as well as a vibrant, sustainable destination that is connected to Sydney's waterfront. This relocation is then the catalyst that facilitates the rezoning and subsequent renewal of Blackwattle Bay. INSW is working with the community to prepare a State Significant Precinct Study and rezoning application that will deliver a mix of community facilities, parks and open spaces as well as shops, office space and homes. The SSP process requires that INSW plans for the infrastructure and social infrastructure required to support the renewal. This work will be subject to a separate future planning proposal and community consultation process.</p> |

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| | | | Secretary's requirement for the EIS to consider the "potential cumulative impacts". | |
| | | Cumulative impacts | The proposed relocation of the Sydney Fish Market is not occurring in isolation. The proposed future use of the existing site is not the relocation of the concrete batching plant and disused commercial vessel marina it is displacing. Not only is the new Sydney Fish Market materially different to the existing operation and obviously bringing about a change of behaviour in Sydneysiders and tourists in their use of the site, but the old site is planned to have its own significantly different and material change in land use (nominally foreshore activated mixed-use high density residential development). | Noted. |
| | | Cumulative impacts | The planning process outside of the State Significant Development pathway would require resolution of the new and old site and an assessment of the cumulative impacts. It is difficult to see how it is appropriate for this not to be addressed simply because the planning assessment pathway is different. | Cumulative impacts are discussed in the EIS. Relocating the Sydney Fish Market to the head of Blackwattle Bay unlocks an opportunity on the current site to deliver a connected public promenade as well as a vibrant, sustainable destination that is connected to Sydney's waterfront. This relocation is then the catalyst that facilitates the rezoning and subsequent renewal of Blackwattle Bay. INSW is working with the community to prepare a State Significant Precinct Study and rezoning application that will deliver a mix of community facilities, parks and open spaces as well as shops, office space and homes. The SSP process requires that INSW plans for the infrastructure and social infrastructure required to support the renewal. This work will be subject to a separate future planning proposal and community consultation process. |

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| | | Consideration of alternatives | <p>On reviewing the EIS and its supporting reports, the approach to consider alternatives appears to have been to ask for ideas from the public and then undertake a desktop review of those options incorporating some feedback from the Sydney Fish Market itself. If the market is 'an important part of Sydney's economy' as it represents, then surely the analysis of its future should be more structured and more robust than this.</p> <p>The first option considered is only a part option as it does indicate what was proposed for the retail operations of the market. The Findings of this option are only negative factors and as such exclude the positive benefit of a reduced local and regional traffic, particularly of heavy vehicles and a reduced scale of any development remaining in the Bays Precinct.</p> <p>The second option is a specific relocation and approach to the scale and form. Why not consider other relocation options even if it is for both the wholesale and retail operations? Any such move would provide this first positive finding. The second finding is a requirement of the current Masterplan and as such something any proposed development of that location must provide. It shouldn't be considered as a benefit of an options analysis for the Sydney Fish Market.</p> <p>The third option is not a site analysis but a development approach of the existing site. Once again, a specific development approach where more than one option would exist. Regardless of the option for staging, what analysis was done to be certain that staging a redevelopment of the site would be slower and more costly than building over the water? Is it not the general rule of thumb that building on water is always more expensive and very, very slow? What options were looked at for urban design of this option to conclude it would be sub-optimal? Surely the existing location has benefits, but the analysis process found none?</p> <p>The last option is similar to the others in that it is only found to have negative outcomes and each of these findings is lacking context. It is quite possible that the temporary facility would have a high cost, although it worked for the development of Sydney International Convention Centre and there wasn't any business interruption due to the approach. The cost may still have been less than the alternative to build over the water and is it more or less than the staged approach?</p> | <p>The decision to build the new Sydney Fish Market at the head of Blackwattle Bay was made after a comprehensive options analysis which considered other sites in the area, including sites on land such as the existing Sydney Fish Market. It was also supported by a number of submissions to the "Call for Great Ideas" held in 2015 and through community consultation undertaken in 2017.</p> <p>It was determined that the proposal to construct the building over the water on piers at the head of Blackwattle Bay offered the best solution, because it delivered a number of benefits to the community and the Sydney Fish Market, including:</p> <ul style="list-style-type: none"> • Returning inaccessible parts of the foreshore to the public and completing the missing link to the harbour-side promenade from Blackwattle Bay to Woolloomooloo. • Allowing the existing market to trade uninterrupted until the new facility is completed. This is something that has been tested as being imperative in previously failed attempts to redevelop the Sydney Fish Market. • Enabling the community to experience the authentic working fish market by providing a view of the fish market operations and its associated waterside dock operations from the harbourfront promenade. |
| | | Impact on views/visual character | <p>In general, the visual impact study purely improves the understanding of what the development will look like from various vantage points as most proposed development is working within or close to the envelope of the planning controls. This is not the case for the new Sydney Fish Market. The proposed development and the EIS makes no reference to the prevailing control.</p> | <p>Planning controls applicable to the site are discussed in Section 5 of the EIS.</p> |

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| | | Impact on Wentworth Park - impact on views | It should be a non-trivial matter to propose a building on the foreshore of Sydney Harbour that changes the sightlines to the water from a public park. It should be non-trivial to propose a development that breaks the guidelines established in the consultation of the prevailing Masterplan (such as not building above the height of the fig trees). It should be non-trivial to propose that a building will obstruct the sightline to a regional place marker that has been dedicated to our fallen soldiers. Yet, the EIS resolves that these impacts are acceptable and essentially concluding that concerns for these types of impacts are trivial. | Visual impacts from Wentworth Park are addressed in the EIS including the Landscape Character and Visual Impact Assessment. |
| | | Traffic - assessment | An initial review of the Traffic Impact Assessment report would suggest that it responds to the SEARs. However, a closer look incorporating a compare and contrast with the traffic impact assessments for previous proposals of the Sydney Fish Market suggests considerable shortcomings in the approach and the validity of its conclusions. | The transport assessment has been prepared to respond to the SEARs issued by the Department of Planning, Industry and Environment |
| | | Traffic - assessment | <p>The core data collected for considering the existing traffic conditions was in July 2017 while also referencing historic data from November 2015. Even before reviewing previous studies, it is commonly understood that July is the slowest time of year for the fish market. The use of this data as a reference to develop charts labelled 'typical' is misleading.</p> <p>The chart below is from Halcrow's study that accompanied the 2010 Part 3A Application by the Sydney Fish Market. It represents that July is in fact one of the lowest traffic generating months, it suggests that traffic volumes are typically 10-15% higher through most of the year and also that bad weather can have a significant impact.</p> <p>Compounding this issue is the use of the data being inconsistent. The data referenced for the charts in 4.10.3 of the EIS's Traffic Impact Assessment report are generated from the November 2015 data and compared with the chart below appears to suggest the Fish Market has had negligible growth since 2010. This is in contrast to the prevailing economic factors over the period and may suggest capacity issues for the existing car park.</p> | Following discussions with the Sydney Fish Market, the data collected for the site in July 2017 was considered representative of typical conditions. Additional traffic data was collected in March 2018 for surrounding intersections and confirms the appropriateness of the 2017 counts. Data was collected over multiple days in 2017 to ensure reliability for use in the analysis. |
| | | Traffic - assessment | <p>The data referenced for the SIDRA intersection analysis is that of July 2017. Performance of an intersection is highly sensitive to volumes reaching the threshold capacity of the intersection and notwithstanding the limitations of the approach, the use of data from mid-winter may materially impact the analysis (the reporting shows that the existing practical space capacity of the Bridge Road/Wattle Street intersection is noted as being 0.3% with C and D Levels of Service for the peak direction flows).</p> <p>The previous traffic studies share a common approach, an approach typical of such studies. It establishes the baseline activity and considers the expanded land use as a traffic generator. In contrast the approach taken by ARUP for this EIS does not. A glaring omission from the report is that it doesn't refer to the existing and future scale.</p> | <p>The analysis of the Bridge Road / Wattle Street intersection was based on traffic data collected in March 2017.</p> <p>The transport assessment considers existing conditions in the precinct, expected travel demand from the new facility (including growth compared to the current Fish Market site) and the impacts of this travel demand on the adjacent transport network</p> |

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| | | Traffic - assessment | The usual rule for retail land use is that without parking, it won't survive. In this respect traffic impact assessments for retail-centric projects typically seek to justify as much parking as possible. That is, the analysis establishes what parking it should have given the retail space being proposed, models the trip generation of that parking and then seeks to argue the impact on the road network is manageable. This approach is exactly how the study for the Master Plan resolved a requirement for 993 car parking spaces. | The policy of maximising car parking is outdated, goes against advice from City of Sydney Council and TfNSW and does not align with contemporary transport planning which seeks to provide a balance between on-site parking and minimising traffic impacts of a proposal by promoting non-car modes of transport. |
| | | Traffic - assessment | The development proposed by the Sydney Fish Market justified 857 car parking spaces as the consumed demand where the development only targeted 8,620 sqm of retail and restaurant. The reference rates from the Roads and Maritime Services suggested 804 spaces. However, the Sydney Fish Market's design couldn't accommodate such a scale of increased car parking and argued that the approach to take was to treat the existing supply (of 451 not 417) as a reference for the existing scale of use and use the Ultimo Pyrmont Urban Development Plans' reference for car parking controls for the change in scale. This approach limited the demand to 516 spaces. The proposal offered 510 spaces and sought to justify this shortfall; a justification that evidently was accepted given the eventual consent for the proposal. | The current application provides a different range of uses/offering as well as intended suite of transport measures to manage parking impacts. The previous development proposal in this respect does not provide a like for like comparison |
| | | Traffic - assessment | <p>The UrbanGrowth NSW proposal doesn't explore these approaches at all. The Traffic Impact Assessment simply starts in informing the reader that the Travel Plan has been designed to reduce the reliance on private vehicles and not increase the supply of car parking at all. The study admits that this will be less than the demand every weekend and promotes that the following are reasonable and appropriate:</p> <ul style="list-style-type: none"> i. increasing the cost of parking; ii. Removing the exclusion to charging fish market staff for parking on site; and iii. the use of off-street car parks in close proximity. <p>This assumes that the patrons of the fish market are price sensitive, that the journey-to-work options for staff working a 04:00-15:00 shift include not using a private car, and that car parking 800m to 1.2km away represents a practical overflow.</p> <p>Notwithstanding the specific concern above and the more discussion below, the report seeks to tick the boxes of the SEARs using an approach that avoids the analysis of what the car parking demand will actually be and then uses this to constrain the reference data for the traffic impact. If this approach is acceptable, then it will represent a useful precedent for promoters of high demand land uses in the future.</p> | The measures proposed in the transport assessment, including on-site parking provision, were developed following careful consideration of the transport network to accommodate the proposal and detailed modelling/analysis. Discussions with stakeholders including City of Sydney Council and TfNSW were undertaken to confirm the proposed approach, with no objections raised by either of these stakeholders to the proposed on-site parking provision following their review of the SSDA |
| | | Traffic - assessment | The Sydney Fish Market hasn't changed in over thirty years and is not fit for purpose if it will double its tourist visitor numbers as expected. The daily planned informal drop-off by tourist buses on Bridge Road is illegal and dangerous, the pedestrian access on Bank Street is unsafe. These and other existing conditions have been reported in the press, and been part of previous development applications or Masterplan reports but this isn't noted in the UrbanGrowth NSW EIS. The new development must address these factors, but they are neither noted as existing conditions nor is the accessibility planning at a detailed enough level to assess the | The proposal addresses these issues by providing a significantly enhanced pedestrian environment in the vicinity of the site, particularly on the northern side of Bridge Road with a widened pedestrian footpath. A formal pick up / drop off area is also provided which alleviates the existing issue of passengers being dropped off within a car park and having to interact with circulating vehicles |

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| | | Traffic - assessment | <p>The ARUP report does represent existing conditions for demand and for the performance of traffic intersections. What is odd is that despite an annual increase on traffic in the roads of Glebe, Ultimo and Pymont, the ARUP report suggest that car parking demand has lowered and the traffic conditions have significantly improved over the past decade.</p> <p>The report of 2003 identifies an accumulation of vehicles on site for a Friday being above 400 from 7am until 1:30 pm (with a drop to 350 around 11 am), and above 450 between 9:15 am and 10:30 am. The 2010 study identifies that the site consists of 417 formally marked spaces, 40 informal spaces, 1.2 kilometres of circulation and 28 cars can queue on site but ahead of the entry boom gates. That is, the 2010 identifies that the site's capacity for vehicles is over 500. The study also identifies that the peak demand was 551 vehicles at 2 pm in mid-November.</p> | The transport assessment was based on an extensive review of traffic data collected over a number of dates, and has been recently validated against traffic data collected in November 2019 to confirm it's appropriateness for use in the traffic modelling. TfNSW have confirmed the traffic data collected for the study remains appropriate to utilise in the traffic modelling. |
| | | Traffic - assessment | <p>In contrast the ARUP report promotes that seven years later parking demand is rarely more than 350 and peaks at near 470 vehicles around midday on the weekends. Curiously, the figure 41 on page 48 of the report shows that this peak is above the capacity of the site, but does not explore how the occupancy profile as generated from a count of vehicles actually results in more vehicles on-site that the capacity identified can accommodate. Moreover, unlike the older studies which considered methods to adjust the collected data to represent a typical day, the report suggests the analysis uses the data of July 2017 directly. That said, the data collected occurred for a period of 6am to 6pm, while the figure represents data across a 24 hours period and for at least two different days. It is therefore unclear what data is being represented.</p> | Extensive parking surveys and traffic counts recently undertaken at the Sydney Fish Market over different times of year (including during the Seafood marathon period) have confirmed that the number of cars on-site at any one time peaks at between 450 and 500 vehicles |
| | | Traffic - assessment | <p>The reports of 2003 and 2010 identified the existing conditions for the Level-of-Service ('LoS') for key intersections including the access intersection to the existing site on Bank Street and the intersection of Pymont Bridge Road and Bank Street (which incorporates the complex network serving the Western Distributor). In 2003, the LoS was D and C respectively for both morning and evening peaks. In 2010, the LoS was C for Thursday evening and D for Sunday midday and F for Thursday evening and E for Sunday midday respectively. The ARUP report doesn't look at either intersection – this would seem an oversight as the access intersection is a guide for the new proposal access point and the intersection incorporating the Western Distributor is clearly of concern.</p> | The proposal removes traffic away from the Bank Street / Miller Street intersection and therefore has not been considered in the analysis. The updated traffic modelling undertaken following the submission of the SSDA has now considered the operation of the Bridge Road / Western Distributor intersection |

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| | | Traffic - assessment | A commonly analysed intersection is the intersection at Bridge Road and Wattle. The 2003 report notes a LoS of C for morning and evening peaks, the 2010 report an LoS of F and E (Thursday evening and Sunday midday), while the ARUP report suggests and LoS of C. The older reports used the data collected from the site at the times, the ARUP report has used the SIDRA intersection assessment from an undisclosed data set. It would seem unlikely that the observed 60s to 82s average delays observed in 2010 have dropped to the 34s to 38s argued today. | Updated traffic modelling has been undertaken following the initial submission of the SSDA, in conjunction with TfNSW (See Appendix 8). The modelling takes into account the operation of intersections along Bridge Road (including at the Western Distributor) as a 'network' including any performance issues resulting from vehicles queueing back from one intersection to another. The modelling has been reviewed by TfNSW and considered reflective of current and future traffic conditions |
| | | Traffic - assessment | Irrespective of any concerns and issues for the methodological approach to considering the forecasted impact, if the representations of the existing conditions are in error or otherwise in question, then the conclusions of the report are flawed. | The existing conditions traffic modelling has been reviewed by TfNSW and considered acceptable |
| | | Traffic – assessment | <p>The new Sydney Fish Market is intended to transform it as a destination. It is to support the expected growth in tourism visitors and make it a place for Sydneysiders to enjoy Sydney Harbour and the great Australian lifestyle and love of seafood. The existing Sydney Fish Market has shown this is possible and it tries to deliver on this potential. If the new development is successful, then one of its successes is the change in use by those visiting.</p> <p>Not only does the new market incorporate close to double the scale of the existing retail and restaurant use, it purposely transforms the way many will approach their attendance at the site. The impact that is omitted from the study is the change in the parking duration of stay. The report identifies existing use has 75% of the cars arriving at the site are onsite for less than an hour and only 10% are on-site for more than two hours. The delivery of the goals for the new Sydney Fish Market will mean this profile will change dramatically.</p> <p>Even if the seafood trade businesses, staff, public, tourists and tourism operators actually follow the travel plan and don't create considerably more journeys by vehicle to site, the new businesses on site will fail if the majority of visits are little more than half an hour. This desired and necessary change of pattern from the change in land use significantly increases the car parking demand (from the same number of private vehicle mode trips).</p> <p>The report lacks the transparency of the reference data to enumerate a potential alternative duration of stay behaviour. Conceptually, if the behaviour shifts such that 30% of visitors remain onsite for less than 15 minutes, but instead of 45% staying less than an hour and more than 15 minutes, this is only 15% and the other 30% of this group stay for twice as long as they do now, then the same cars conservatively need over 100 more car spaces. The real behaviour is likely to have a significantly greater impact on car parking demand.</p> | <p>The parking demand analysis has considered existing and future behaviours of visitors in relation to their likely length of stay within the car park.</p> <p>The transport analysis has considered the expected length of stay of staff and visitors, with the future parking provision considered adequate to accommodate likely demands (subject to implementation of management measures)</p> |

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| | | Traffic - assessment | The older reports identified that the way the intersection of Pymont Bridge Road and the Banks Street with the ramping on and off the Western Distributor needed close attention. Except for the colouring of the location in figures 75, 76 and 77 in the EIS's traffic study the location is ignored. The intersection is not directly related to the new entry and exit point for the site, but the traffic that currently uses it will be relocating their path through it and may have an unacceptable impact. | Updated traffic modelling has been undertaken following the initial submission of the SSDA, in conjunction with TfNSW. The modelling takes into account the operation of intersections along Bridge Road (including at the Western Distributor) |
| | | Traffic - assessment | Moreover, while this impact is given no consideration, the impact on journey-to-work for the increased staff numbers (likely to double at current times and be perhaps 10 times the current scale for hours after 4pm) is not considered either. | Travel demands over a 24 hour period, both a typical weekday and weekend, have been considered in the transport assessment |
| | | Traffic - assessment | Focusing on the Western Distributor, the redistribution of the traffic is non-trivial. This occurs as the intersection is not a simple four-way two-cycle set of lights. Materially, the ramp network is specifically designed to accommodate heavy vehicle movement into and out of Bank Street that it is not designed to support for entry into Pymont Bridge Road and also the lane system supports separation of traffic volumes. It is not clear if this is purposeful or not, but the existence of the Sydney Fish Market before the construction of the Western Distributor suggests it may have been part of the design. The relocation destroys the benefit of these design attributes and comingles traffic not otherwise currently conflicting with each other. | Updated traffic modelling has been undertaken following the initial submission of the SSDA, in conjunction with TfNSW. The modelling takes into account the operation of intersections along Bridge Road (including at the Western Distributor) as a 'network' including any performance issues resulting from vehicles queueing back from one intersection to another. The modelling confirms the Bridge Road / Western Distributor intersection will operate at the same level of service as it currently does following the proposed relocation of the Sydney Fish Market |
| | | Traffic - assessment | The first feature of the road network servicing the Sydney Fish Market is the entrance to the market on Bank Street. The lack of practical origin and destination to the north of the site means that while right-hand turns are available for entry to the site from Bank Street, they represent less than 1% of the traffic. The reverse is not quite the case with the 2010 study showing that 7% head either straight into Miller or left on Bank (possibly to rat-run congestion for the right-hand turn onto Bank). This means that 99% percent of the traffic enters on a non-conflicted left-hand turn (with little pedestrian conflict due to the lack of active land use to the north). Taking the forecast traffic distribution as shown in figures 71 and 72 at face value and considering them in reverse, some 65-75% of the arriving traffic at the new site will be seeking to enter via a conflicting right-hand turn (from a single c.80m turning bay) on a reasonably high-volume registered road. The intersection at the entrance of the existing site with its design efficiency achieved a 'D' LoS in the 2010 report – what then is expected to occur when 340 cars are seeking to turn right into the site between 11:00 am and midday on the weekend as the report indicates will occur? | Traffic modelling for the main access intersection (Wentworth Park Road / Bridge Road) demonstrates that the intersection will perform at Level of Service D during the critical peak hour periods (refer to Appendix 11 of the EIS for definitions of Level of Service). |

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| | | Traffic – assessment | <p>The second feature of the road network servicing the Sydney Fish Market is the on and off ramps to the Western Distributor in advance of the at-grade intersection with Pyrmont Bridge Road and the lane on the westbound off-ramp that solely serves Bank Street.</p> <p>The first point to note is that 72% of the traffic northbound on Bank Street is Sydney Fish Markets related (62% of the southbound). Taking this as applying to each of the traffic flows across the displayed road network, the relocation has the following effects:</p> <ol style="list-style-type: none"> 1. The volume of traffic westbound on Pyrmont Bridge Road at Wattle Street increases from 895 vehicles to 1,028 (a 40% increase as destination but a 25% decrease as an origin making for an effective 15% overall increase); with 2. The volume of traffic eastbound increases after Wattle from 1,119 vehicles to 1,290 (a 41% increase as an origin but a 26% decrease as a destination for a not unsurprisingly similar effective 15% overall increase); however 3. In advance of Wattle, the eastbound increases from 443 vehicles to 670 (a 51% increase), the majority of which uses the right-hand turn into Wattle Street which increases from 196 to 365 (an 86% increase); and 4. The west-bound on-ramp from Pyrmont Bridge Road increases from 704 vehicles to 873 (a 24% increase), the off-ramp turning into Pyrmont Bridge Road increases from 419 vehicles to 548 (a 31% increase); and 5. the left-hand turn from the east-bound off ramp into Bank Street increases from 144 to 317 (making for a 120% increase); <p>It is obvious that these types of impacts would have a significant and material effect on the road network and may well represent an unacceptable outcome. Materially the effects above are due solely to relocating the traffic volumes of 2010 that utilised the existing car parking capacity from Bank Street to Bridge Road. This analysis does not consider the change in use or the change in scale of the new Sydney Fish Market (or the behaviour that may arise from prospective visitors arriving at site to find the car park full and then head to the proposed overflow parking mostly back across this intersection in Pyrmont).</p> <p>There are more detailed points regarding the scope of the analysis, but these two above represent clear shortfalls. It is unclear how the Secretary and the Department are expected to consider the impact without the scope of the analysis to address what was required for the previous development proposals.</p> | Updated traffic modelling has been undertaken following the initial submission of the SSDA, in conjunction with TfNSW. The modelling takes into account the operation of intersections along Bridge Road (including at the Western Distributor) as a 'network' including any performance issues resulting from vehicles queueing back from one intersection to another. The modelling confirms the Bridge Road / Western Distributor intersection will operate at the same level of service as it currently does following the proposed relocation of the Sydney Fish Market |
| | | Traffic - assessment | The EIS represents that multiple measures will be taken to reduce private car travel as a mode for the journey to site. This goal is admirable, but the approach assumes that the existing staff, new staff, wholesale customers, tourists, tourist operators and Sydneysiders collectively change their behaviour in response. | The transport strategy outlined in the Traffic Impact Assessment (Appendix 11 of the EIS) identifies a suite of practical measures to reduce car dependency and increase use of public transport, walking and cycling to the site. |
| | | Traffic - assessment | The parking is already expensive, but it is just as likely the short stays are a function of the lack of attraction of the current retail and restaurant offering than it is a function of cost. The staff may obtain free parking, but many will have no alternative for their journey-to-work given the hours they work (and by all reports the location of their origins). The new staff may be able to make new choices, but this does not mean there | Many staff will continue to drive as their primary mode of travel to the new Sydney Fish Market - this is taken into account in the traffic modelling. The assessment notes however that staff, mostly associated with the retail uses of the site, will have the opportunity to utilise public transport given their start / finish times and the likely cost of on-site parking. |

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| | | | will be an offsetting of existing demand behaviour. | |
| | | Traffic - assessment | The current site informally accommodates heavy vehicles and buses at all times of day and night, an option unavailable in the more organised design of the parking and circulation of the new Sydney Fish Market. The approach to provide drop-off and pick-off lane of perhaps 120m in length, while potentially creating an airport-like traffic impact, also requires all the buses to be heading eastbound on Pyrmont Bridge Road, a route not currently used and one with limited options to access (the only access point being a conflicting right turn from Wentworth Park Road or a left-turn from Ross Street approach from The Crescent or a rat-run through Glebe turning right at Taylor just after the site, making their way through the narrow streets to Glebe Point Road and turning left back onto Bridge Road). Even if they do make it to the site eastbound on Bridge Road, what then? The plan is apparently to have the full size buses park in the vicinity. Where is there such capacity, how does the bus circulate to and from that location and what impact does that cause on the traffic? | Buses can access the new drop off lane travelling either eastbound on Bridge Road or via a controlled right turn from Wentworth Park Road into Bridge Road at the new traffic lights. Prior to the opening of the new facility, a management strategy is to be implemented to manage the movement of coaches within the site as well as offsite parking. This strategy will be developed in collaboration with the Western Harbour Alliance (led by Sydney Business Chamber, and including SFM, the Star and ICC as members). |
| | | Traffic - assessment | The proposed use of offsite car parks is questionable. The school's oval is not a practical overflow option for every weekend (and possibly every day), the Hymix facility is part of the redevelopment of the Bay Precinct and will no longer have such parking, the balance are car parks close or over a kilometre away where the journey as a pedestrian means crossing the Pyrmont Bridge Road and Bank Street intersection or alternatively the Wattle Street and Bridge Road intersection. The potential numbers of pedestrians would far exceed the capacity of those intersections and result in dangerous conflicts and traffic impacts over above the new circulation of traffic redirected from the new site to the parking in Pyrmont. | The school and Hymix site are only to be utilised on major events such as the Christmas seafood marathon and will not be required every weekend. Off-site car parking areas have been identified as potential options for SFM staff, with visitors to utilise the main car parking area. |
| | | Traffic - assessment | The Travel Plan seeks to manage the containment of the car parking at less than 50% of the requirement of the Sydney Fish Markets Master Plan, if this is to be achieved the solutions and their impact should be fully resolved before accepting the design approach the Travel Plan argues to justify. | The transport assessment details the proposed measures to ensure that the on-site car parking supply is sufficient to accommodate future demands. SFM will ensure these measures are implemented to best manage parking and traffic movements within the future facility. |
| | | Traffic - assessment | In the event that the impact on the intersections noted above is acceptable and the entrance of the relocated Sydney Fish Market can be located off Bridge Road, there remains the detail as to this access point. The discussion above notes the shift to a dominant right-hand turn conflict for entry. The diagram as extracted from the 2010 study also highlights the dominance of the overall traffic on Bank Street by the Sydney Fish Market. | The transport assessment provides detail as to the proposed design for the future access point off Bridge Road, including turn bay lengths and number of lanes. Traffic modelling undertaken for the project has confirmed the appropriateness of this design. |

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| | | Traffic - assessment | A causal observation of the traffic congestion at the Sydney Fish Market away from peak periods still shows queuing that trails up the eastbound off-ramp of the Western Distributor and back along Bank Street until the intersection with Pyrmont Bridge Road. This queuing applied to the existing two-lane flow of Bridge Road at Wentworth Park Road and the new demand on Wentworth Park Road as an alternative access and egress pathway has not been analysed. It is reasonable to assume that the right-turn bay will be far from sufficient given that their own modelled peak hour volume suggests over 12 cars per light-cycle seeking to enter the site. | Updated traffic modelling has been undertaken following the initial submission of the SSDA, in conjunction with TfNSW (Appendix 8). The modelling takes into account the operation of intersections along Bridge Road (including at the Western Distributor) as a 'network' including any performance issues resulting from vehicles queueing back from one intersection to another. The modelling confirms the appropriateness of the traffic network to accommodate future traffic movements. |
| | | Traffic - assessment | The internal circulation also appears to be contrary to the standards to support sufficient capacity at the exit of the site after the boom-gates to maximise the efficiency of the green-cycle for the egress from the site. Again, a peak demand of near 500 cars per hour exiting with one lane servicing 65-75% of the volume and the other the balance, means that a single lane must seek to process 375 cars an hour which assuming a 2 minute cycle means that 12-13 cars need to exit each green aspect. Even at a generous 45 second allocation, this is only 3.6 second per vehicle. Given the co-mingling of heavy vehicles using both exit lanes and both lanes of Bridge Road, this performance will not be possible. | Traffic modelling undertaken for the project, in close consultation with TfNSW, has confirmed the suitability of the future traffic lights at Wentworth Park Road / Bridge Road. The timing of the traffic lights will be optimised to ensure vehicles can enter and exit the site in an efficient manner. |
| | | Traffic - assessment | An inspection of the proposed design provides perhaps 60m of lane length from the car park circulation and no obvious boom gate location. The lanes are at first upward to a grade higher than the street level and then down to the intersection. This design limits the capacity for the site traffic to use the lane and lowers the efficiency to the point where it should be expected that at most times when demand is above 200 cars per hour in exits the car park will be in grid lock. The EIS's own forecast would suggest this is 1-2 hours every weekday and 10 hours each day of the weekend. Naturally if the cars can't exit, they can't enter with the obvious flow on impacts through the road network. In this respect, the market becomes a victim of its own success. | The car park design has considered the maximum queue length expected during busy periods for the Sydney Fish Market, with the number of boom gates and access / egress lanes provided responding to the forecast demand. Modelling indicates that the proposed design can accommodate forecast traffic demands. |
| | | Traffic - assessment | In addition to this un-explored risk, while the EIS shows the sweep paths of the articulated vehicles for the access point, it does not show the heavy rigid vehicle path nor any of the internal sweep paths. On a superficial inspection of the Basement Level plans it is far from obvious how the articulated vehicles enter as shown in the traffic study and then turn around and reverse into the loading dock, or how the larger rigid vehicles pass across this activity and reach and access the extended raised loading dock area. Moreover, the sweep path represented in the traffic study for the exit of an articulated vehicle has it starting from a point within the site that such a vehicle can never get to as it represents a location on the up-ramp from the lower car parking levels where such a vehicle can never circulate. | Vehicle swept path analysis has been provided as part of this RTS package (Appendix 4), and confirms the loading dock and basement have been appropriately designed to accommodate a range of different vehicle types. |
| | | Traffic - assessment | The access for waste management vehicles through this and how they load the waste is also difficult to interpret along with how emergency vehicles, particularly those addressing a fire emergency are expected to access the site and address the emergency at hand. The Glebe Fire Station maybe very close, but if the car park is grid locked and the roads impacted, even after the emergency vehicle arrives, where does it park | Emergency vehicle access will be provided either within the public domain or the on-site loading dock, both of which will be under the strict management of the Sydney Fish Market and INSW. |

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| | | | and how do the emergency service personnel respond to a fire in the Cooking School? | |
| | | Traffic - assessment | Lastly, even with nominating that 417 spaces is enough for staff and retail customer parking. The previous studies show that trade vehicle demand as articulated vehicles, large rigid and smaller trucks and vans exceed the 5, 16 and 138 vehicle capacity provided. The doubling of the retail and restaurant space will clearly increase trade related traffic and while loading dock management to shift non-core fish market trade traffic to hours away from the wholesale market's peak will help, it would seem unlikely to be suffice. In the absence of any data, analysis and forecast, how can it be clear what the impact is? | The traffic analysis was based on detailed surveys of existing vehicle movements into and out of the Sydney Fish Market site, separated by vehicle type (e.g. small truck, large truck etc.). The proposed design responds to the current demands as well as projected increase in visitation in the new facility. |
| Mirvac Real Estate Pty Ltd | Sydney | Consistency with planning controls | The proposal does not demonstrate how the proposed uses are consistent with the objectives within the 'Waterfront' zone under the SREP 26; and in this regard that the proposed 'ancillary' uses are 'permissible'. | <p>As set out in the EIS, the site spans across several planning instruments and zonings partially over land and partially over water (see Figure 7 of the EIS). Each of these have different zones and permissibility. Clause 4.38 of the Environmental Planning and Assessment Act 1979 enables approval to be granted for State Significant development which is partly prohibited. The EIS addresses where the development is permitted under these zones and outlines that the Sydney Fish Market proposal is partly permissible with consent and partly prohibited.</p> <p>SREP 26 Waterfront Use Zone enables development which is consistent with one or more objectives in the zone. It does not prioritise any of the objectives over one another and consistency is only required with one to be permissible development. The EIS demonstrates the development is consistent with more than one of these objectives and is therefore permissible in the zone, including for example to provide public access within and across the zone and to facilitate the extension of the Ultimo-Pyrmont foreshore promenade from Blackwattle Bay to Rozelle Bay and link with public access networks surrounding the precinct.</p> <p>The retail component is therefore also not an ancillary use to a primary permitted use.</p> |
| | | Consistency with planning controls | The proposal does not outline what functions of the development relate to the waterfront commercial and tourist facilities and how the proposed development is a new cultural and tourism anchor for Blackwattle Bay and not a shopping centre with traditional convenience components. | Section 5 of the EIS addresses the consistency of the development with the objectives of the relevant zone under SREP26 and consistency with other relevant planning controls applying to the site. |
| | | DA premature | The preparation of the Concept and Stage 1 Development Application and this concurrent Stage 2 Main Works DA in isolation of the Bays Market District Masterplan process is extremely premature, as the full and cumulative extent of the potential impacts of the redeveloped Precinct cannot be truly considered. | Relocating the Sydney Fish Market to the head of Blackwattle Bay unlocks an opportunity on the current site to deliver a connected public promenade as well as a vibrant, sustainable destination that is connected to Sydney's waterfront. This relocation is then the catalyst that facilitates the rezoning and subsequent renewal of Blackwattle Bay. INSW is working with the community to prepare a State Significant Precinct Study and rezoning application that will deliver a mix of community facilities, parks and open spaces as well as shops, office space and homes. The SSP process requires that INSW plans for the infrastructure and social infrastructure required to support the renewal. This work will be subject to a separate future planning |

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| | | | | proposal and community consultation process. |
| | | Economic impacts - assessment required | <p>The EIS and technical supporting documentation does not provide any the economic justification for the provision of the proposed quantum of retail floor space and does not assess the potential impact of the proposed retail floor space on the surrounding retail hierarchy.</p> <p>No other State significant retail developments have been assessed in the absence of an Economic Impact Assessment.</p> <p>The EIS and other technical supporting documentation does not address clause 7(f) of Schedule 2 of the Environmental Planning and Assessment Regulation 2000, which requires among other things the justification of the development having regard to economic and social considerations.</p> <p>Mirvac's key concern therefore is that the proposed quantum of 12,100m² of retail premises floor space (including food and drink premises) as included within the Stage 2 Main Works DA cannot be classified as 'ancillary' to the waterfront commercial and tourist facility use, as it represents 48% of the total proposed floor space within the building. This is a significant proportion.</p> <p>In this regard, the EIS and the technical supporting documents do not demonstrate:</p> <ul style="list-style-type: none"> - how the proposed development is a new cultural and tourism anchor for Blackwattle Bay and not a shopping centre with the potential to provide a significant quantum of traditional everyday convenience floor space; - the proposed quantum of retail premises floor space is ancillary to the primary use, as the breakdown of uses within the EIS is indicative only and ultimately provide 48% of the total floor space in any event; - the economic justification for the provision of the proposed quantum of retail floor space; and - the impact of the proposed retail floor space on the surrounding retail hierarchy. <p>In our view, without this critical analysis and justification, the EIS and the supporting documentation is significantly deficient in its demonstration of how the proposed uses are consistent with the objectives within the 'Waterfront Use' zone under the SREP 26 and accordingly that the proposed development is 'permissible'.</p> | <p>The development will expand and improve the functions of the existing Sydney Fish Market in a new setting achieving design excellence, authentic experience, functional performance and environmental sustainability. The new Sydney Fish Market will include wholesale facilities and auction rooms, offices and commercial space, culinary education, retail premises including food and beverage premises (potentially with liquor licenses), back-of-house facilities and car and delivery vehicle parking spaces and ancillary uses. It will be a centre of exceptional seafood and related produce, bringing the best local food to a globally renowned waterside retail destination. The development will attract visitors from the local area, Sydney, interstate and international and is not designed or planned to compete with surrounding shopping centres that meet the convenience needs of residents and workers of the surrounding area.</p> <p>The key elements of the new Fish Market in comparison to the existing are as follows:</p> <ul style="list-style-type: none"> - SFM operational areas (auction, staging, loading docks wharfs, processing, car park capacity, office etc.) – no significant change in area. - Wholesale and retail existing tenants – no significant change in area. - Additional retail – additional 6,000 square metres (approximately) for a variety of retail and food and beverage uses; - Public domain (public open space, promenade, informal public seating) – significant increase from existing. <p>Section 3 describes the proposed development including the development objectives and the concept design. The concept has evolved from a detailed consideration of the site and its context, INSW's operational requirements for the new Sydney Fish Market and the vision of the project architects. Consistency with the relevant planning controls is discussed in Section 5 of the EIS.</p> <p>The additional retail floor space provides complementary retail spaces that support the key function of the Sydney Fish Market. The Sydney Fish Market is a regional and international drawcard catering to a very different market segment than a sub-regional shopping centre or main street shopping. It is considered that the proposed development will have no significant impact on the role and function of centres in the vicinity of the site.</p> <p>The EIS and RTS report contain all necessary information to enable the development application to be determined.</p> |

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| | | DA premature | <p>In Mirvac's view, the preparation of the Concept and Stage 1 Development Application and this concurrent Stage 2 Main Works DA in isolation of the Bays Market District Masterplan process is extremely premature, as the full and cumulative extent of the potential impacts of the redeveloped Precinct cannot be truly considered.</p> <p>Furthermore, Mirvac is extremely concerned therefore that given the Concept and Stage 1 Development Application is purported to be a 'master plan of sorts' for the new Sydney Fish Market site, neither that nor the Stage 2 Main Works DA address any of the economic development, local retail or services requirements that the 'masterplan' for the Bays Market District is required to address and does not provide any economic impact or retail impact assessment to justify the proposal.</p> | <p>Refer to above comment for discussion on timing of the DA's and the Bays District Masterplan.</p> <p>Refer to above comment for discussion on economic impacts of the development.</p> |
| | | Economic impacts - assessment required | <p>Mirvac recommends that:</p> <ul style="list-style-type: none"> - The proponent undertake economic and retail impact assessments in line with those set out within the Study Requirements for Bays Market District masterplan; - The quantum of retail floor space proposed within the development be reduced to ensure that the proposed development is truly a waterfront commercial and tourist anchor or Blackwattle Bay; and - The Concept and Stage 1 Development Application provide capped floor space figures for the different types of retail uses proposed in line with the following: <ul style="list-style-type: none"> – 4,000m2 of food and beverage floor space within the entire development; – 2,000m2 of floor space for 'shops' (excluding the wholesale and auction operations on the ground level); and – a specific provision is included within the Stage 2 Main Works DA that does not allow supermarket uses within the proposed development. | <p>Discussed above. There is no requirement to cap the retail floor space or restrict the type of retail use at the development. Approximately half of the retail space is provided for existing retail tenants of the current SFM who are relocating, the other half is for complimentary retail not convenience retail or a supermarket. It is in the interest of the new SFM that the retail offer is compatible with the concept of an authentic fish market attracting a wide range of visitors.</p> <p>The EIS and RTS report contain all necessary information to enable the development application to be determined.</p> |

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| Deans Property | Broadway | DA premature | <p>These Alternative Redevelopment Solutions have previously gained the support of all Land Stakeholders including the SFM Shareholders and Community until Urban Growth took over the project. In Urban Growth's eagerness, without the benefit of our tested revisions over the previous 10 years, they locked in a piecemeal development strategy by placing the SFM at the Head of Blackwattle Bay. In turn this blocked the opportunity to explore how other creative, Alternative Redevelopment Solutions could be considered if they had the benefit of utilizing all the Government controlled land in Blackwattle Bay.</p> <p>While locking in the SFM development at the Head of Blackwattle Bay, along Bridge Road, it may have provided one possible redevelopment solution for SFM, but it didn't consider how this decision would impact how the rest of Blackwattle Bay and Wentworth Park would then connect into the surrounding areas.</p> <p>Particularly because of the Premier's instruction to have Lucy Turnbull's Greater Sydney Commission (GSC) review Pyrmont and this specific area, and the GSC's subsequent advice to consider "Place Based" redevelopments as opposed to "Project Based" solutions, it means Infrastructure NSW can now reassess this precinct and consider Alternative Redevelopment Solutions that enable more creative solutions to evolve.</p> <p>We believe, the Government should now review how all the Bridge Road land AND the existing SFM Land could be developed in one line, not as two separate projects.</p> <p>Furthermore, as the Government has also agreed to relocate Hanson's Batching Plants and with Government Land running through the middle of the Hymix Land (also Hanson owned), it makes sense to relocate and include all this land in an overall integrated development strategy.</p> <p>Utilising All the Bridge Road land, the existing SFM Land AND, the Hymix and RMS Land would make available approximately 70,000sqm metres to be tendered so "Alternative Redevelopment Solutions" could be explored.</p> | <p>Relocating the Sydney Fish Market to the head of Blackwattle Bay unlocks an opportunity on the current site to deliver a connected public promenade as well as a vibrant, sustainable destination that is connected to Sydney's waterfront. This relocation is then the catalyst that facilitates the rezoning and subsequent renewal of Blackwattle Bay. INSW is working with the community to prepare a State Significant Precinct Study and rezoning application that will deliver a mix of community facilities, parks and open spaces as well as shops, office space and homes. The SSP process requires that INSW plans for the infrastructure and social infrastructure required to support the renewal. This work will be subject to a separate future planning proposal and community consultation process.</p> |

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| | | Consideration of alternatives | <p>Instead of having a “design competition” for a new SFM building to be designed at the Head of Blackwattle Bay, we can now have a “design competition” for all of Blackwattle Bay, how it is best integrated with Wentworth Park, the Rail and Road networks, and the local community. Best of all we demonstrated how, by relocating Bridge Road we can make Wentworth Park a new absolute waterfront park for Sydney. Wentworth Park with its view of the Anzac Bridge would bookend the new Pyrmont City West peninsular, just as how the Botanical Gardens with the Harbour Bridge bookends the Eastern flank of the City.</p> <p>Apart from the aesthetic appeal, the proposed SFM location locks in a development cash flow staging process that has caused the NSW Government to triple its financial commitment to \$750 million. To the contrary if our staged development cash flow strategy is adopted simple mathematics demonstrates that the entire development, a new Sydney Fish Market, more community initiatives such as an Indigenous Cultural Centre and an Aquaponic Centre of sustainable food production can all be achieved at No Cost to Government.</p> <p>Under this model the Sydney Fish Market could own its facility as opposed to being a Leaseholder. This would unlock long term financial benefits that would help sustain and improve the Fishing Industry.</p> <p>By having a whole of Bay Masterplan Strategy, the SFM, Indigenous Cultural Centre, Aquaponics Centre, the waterfront park and better transport and traffic solution all contribute to a new Tourist Destination that could tip Sydney from a 2-day Tourist Economy to a 3-day Economy.</p> | <p>Sections 1.4 and 1.5 of the EIS deal with the analysis of feasible alternatives and justification for proposed location. This includes the long history of consultation on the site of a new fish market such as discussion papers, a Call for Great Ideas (2015), The Bays Precinct Transformation Plan prepared by UrbanGrowth NSW, October 2015 and consideration of a range of options by government and stakeholders.</p> |
| | | Impact on Wentworth Park - impact on views | The 24.5-metre-high building is the equivalent of 8 Stories in front of the park | The impact of the development on views from the park is addressed in the Landscape Character and Visual Impact Assessment (Appendix 7 of the A3 Volume of the EIS). |
| | | Impact on Wentworth Park - poor pedestrian connection | Loading more traffic onto a 5 Lane Clearway in front of the park makes Pedestrian and Vehicle movement worse | <p>The proposal enhances pedestrian access and safety by providing for the following:</p> <ul style="list-style-type: none"> - New formal crossing point of Bridge Road at Wentworth Park Road; and - Removal of existing slip lane at Wattle Street / Bridge Road intersection, increasing available footpath space for pedestrians and reducing the length of the crossing of Bridge Road. <p>Traffic analysis confirms that the road network has the capacity to accommodate traffic generated by the development.</p> |
| | | Retain fish market on existing site | <p>It moves the SFM further away from Pyrmont-isolated;</p> <p>It moves SFM further away from the Light Rail stops;</p> <p>It means less Parking and with more housing density and tourism interest with less Transport accessibility means more cars</p> | <p>The decision to build the new Sydney Fish Market at the head of Blackwattle Bay was made after a comprehensive options analysis which considered other sites in the area, including sites on land such as the existing Sydney Fish Market, as outlined in section 1.4 of the Environmental Impact Statement (Concept DA and Early Works). It was also supported by a number of submissions to the “Call for Great Ideas” held in 2015 and through community consultation undertaken in 2017.</p> <p>It was determined that the proposal to construct the building over the water on piers at the head of Blackwattle Bay offered the best solution, because it</p> |

| Submitter | Suburb | Issues Raised | Issues (Detailed) | Response to Issue |
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| | | | | <p>delivered a number of benefits to the community and the Sydney Fish Market, including:</p> <ul style="list-style-type: none"> Returning inaccessible parts of the foreshore to the public and completing the missing link to the harbour-side promenade from Blackwattle Bay to Woolloomooloo. Allowing the existing market to trade uninterrupted until the new facility is completed. This is something that has been tested as being imperative in previously failed attempts to redevelop the Sydney Fish Market. Enabling the community to experience the authentic working fish market by providing a view of the fish market operations and its associated waterside dock operations from the harbourfront promenade. <p>Parking analysis has confirmed that, subject to the implementation of management measures such as initiatives to discourage staff from parking in the carpark, the 417 parking spaces will be sufficient to accommodate future demands.</p> |
| | | Other - development cost | It requires at least \$750 million to create an inferior outcome to what is possible | Noted. The impacts of the proposed development are addressed in the EIS accompanying the development application. |
| | | DA premature | It goes against the Blackwattle Coves Coalition's (BCC) advice that promoted the "Integrated Development" of Blackwattle Bay NOT "Piecemeal Developments". This is comparative to GSC's advice for "Place Based" developments rather than "Project Based" developments (N.B. BCC is Community Group that collectively represented a number of Pyrmont, Ultimo and Glebe Community Groups) | Relocating the Sydney Fish Market to the head of Blackwattle Bay unlocks an opportunity on the current site to deliver a connected public promenade as well as a vibrant, sustainable destination that is connected to Sydney's waterfront. This relocation is then the catalyst that facilitates the rezoning and subsequent renewal of Blackwattle Bay. INSW is working with the community to prepare a State Significant Precinct Study and rezoning application that will deliver a mix of community facilities, parks and open spaces as well as shops, office space and homes. The SSP process requires that INSW plans for the infrastructure and social infrastructure required to support the renewal. This work will be subject to a separate future planning proposal and community consultation process. |
| Sydney Business Chamber | Sydney | Support | In conclusion, the Sydney Business Chamber strongly supports the redevelopment of Sydney Fish Markets. It is long overdue as the market's extensive operations, local place and global reputation have outgrown the current site. The new facility will replace a tired, constrained and inefficient current facility and will provide improved public domain and access with a 'fit-for-purpose' building. | Noted. |
| | | Support | The design and development of the new facility is world-class, adding social and economic value to the community, the city and the State. There will be major economic uplift through both increased local and tourism visitation to the new Fish Market, along with an improved accessibility opportunity for continuous foreshore linkage from Glebe through Blackwattle Bay to Pyrmont and the city CBD. | Noted. |

| Submitter | Suburb | Issues Raised | Issues (Detailed) | Response to Issue |
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| | | Traffic - assessment | Finally, to cater for the greatly increased numbers of visitors, transport connectivity and accessibility have been carefully considered and catered for with a combination of modes including, ferry, foot, bicycle, private car and vessel, plus light rail. | The transport assessment has considered the many available transport options for staff and visitors to access the site, including: - Ferry - Light rail - Bus - Coach - Taxi / Uber - Private car |
| | | Support | This submission is in support of growing our city of opportunity in line with the Sydney Business Chamber's mission of working to enhance Sydney as a competitive, global city. A division of the NSW Business Chamber, Sydney Business Chamber together with our counterpart in Western Sydney, represents over 145 leading corporations. We identify, develop and promote public policy issues that drive the economic growth and sustainability of our great city. Our members are multinationals, 'iconic' brands, and government agencies representing a broad cross-section of the Sydney economy. From retail, infrastructure, property, aviation, and education to tourism, banking, sport, and the arts. Our members are based within the CBD and the Greater Sydney Basin, they are often the first to feel the impacts of local changes. Sydney Business Chamber is a leading advocate for our members and looks forward to working with the Greater Sydney. | Noted. |
| Pymont Action Inc | Pymont | Matters not addressed | We have made separately a submission on the Concept DA and Early Works and are at a loss to understand why the Main Works DA is being considered concurrently with the Concept DA. Surely the Main Works DA should be developed in response to submissions on the Concept DA and the examination thereof by the Department of Planning? | The concurrent applications allow all details of the proposed development to be considered. |
| | | DA premature | We note (EIS p93) that part of the site is within an area on which development consent cannot be granted unless there is a Master Plan for the land and the consent authority (i.e. the Minister for Planning) has taken the Master Plan into consideration. Currently, there is no Master Plan for this site and the Concept Plan (SSD-8924), which the EIS claims can satisfy this obligation (EIS p94-95) has been submitted concurrently with this DA. We are of the view that whilst the Concept Plan once approved can feed into the development of the Master Plan for Blackwattle Bay, consideration of this DA should be postponed until that Master Plan has been approved. <u>Recommendation 1:</u> Consideration of the DA for Stage 2 Works should not be undertaken until the Blackwattle Bay Master Plan has been approved. This delay is essential in order to be able to determine the cumulative impacts associated with the redevelopment of the current SFM site and other sites in Bank Street. | Relocating the Sydney Fish Market to the head of Blackwattle Bay unlocks an opportunity on the current site to deliver a connected public promenade as well as a vibrant, sustainable destination that is connected to Sydney's waterfront. This relocation is then the catalyst that facilitates the rezoning and subsequent renewal of Blackwattle Bay. INSW is working with the community to prepare a State Significant Precinct Study and rezoning application that will deliver a mix of community facilities, parks and open spaces as well as shops, office space and homes. The SSP process requires that INSW plans for the infrastructure and social infrastructure required to support the renewal. This work will be subject to a separate future planning proposal and community consultation process. |

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| | | Traffic - congestion | <p>Traffic and Parking Impacts – We note the inclusion of a new set of traffic lights at the Pymont Bridge Road/Wentworth Park Road intersection. Currently, traffic in the morning peak hours banks up back as far as Booth Street, Forest Lodge and it can be anticipated that this will be exacerbated by the installation of another set of lights close to those controlling access to Blackwattle Bay High School Campus. We appreciate that these lights will enable cars driving from the East to turn right into the SFM parking area, but there is no information provided on how vehicles travelling West and wishing to drop off visitors will be able to access the drop-off zone. Presumably, they will be permitted to do a U-turn into this zone at the same time as other vehicles are entering the carpark (Concept DA EIS p35).</p> <p><u>Recommendation 2:</u> Ensure traffic lights at Wentworth Park Road indicate the ability of drivers to make a U-turn if travelling from the East along Pymont Bridge Road.</p> | <p>U-turns will not be permitted at the new traffic lights at Wentworth Park Road / Bridge Road, in line with standard arrangements at signalised intersections in NSW. Drivers wanting to use the drop off zone will need to arrive via Wentworth Park Road or travel eastbound on Bridge Road</p> |
| | | Traffic - congestion | <p>At present, Pymont suffers from ongoing congestion, both at peak hours and at busy weekend periods, at major intersections along Pymont Bridge Road, including Wattle Street, Bank Street and Harris Street. Given that currently private vehicles account for 45 – 50% of all journeys (Concept DA EIS p121) and that visits to the new SFM is anticipated to double in 10 years (Concept DA EIS p122), it is hard to take seriously the prediction that “car usage... by staff and visitors travelling to the new SFM will decline compared to current levels”. Even if there is nearby public transport, many visitors will continue to drive their cars to the SFM, as it is extremely inconvenient to carry large food containers on public transport, especially if travelling long distances requiring several changes of transport modes.</p> <p>In addition, we are still unaware of the scale and nature of the development that will take place on the current SFM site, and, thus, the increased traffic that will be generated, noting that the road under the Western Distributor narrows to one lane each way between the lights in Bank Street at the Anzac Bridge off-ramp and the current entry to the SFM.</p> <p><u>Recommendation 3:</u> The proponent to consult community representatives, together with representatives of RMS and the Department of Transport, and the consultants preparing the Blackwattle Bay Master Plan, to consider improvements to the road system in the vicinity of the proposed new SFM prior to any work commencing on the site.</p> | <p>The road network impacts arising from the development of the wider area, including the renewal of the existing fish market site, will be detailed in a separate study as part of the rezoning application for Blackwattle Bay.</p> <p>Agencies such as TfNSW are being consulted to inform the preparation of the Blackwattle Bay master plan. When completed, this plan will be made available for the general public to view and provide comment on.</p> |
| | | Traffic - parking | <p>Given that the number of parking spaces remains the same as on the current site, and that it anticipates that demand will exceed provision by ~80 spaces at weekends and peak periods such as Easter and Christmas, it will be necessary to erect large electronic noticeboards indicating the number of spaces available in the carpark. They will need to be seen by drivers travelling both East and West along Pymont Bridge Road, and to the North along Wentworth Park Road.</p> <p><u>Recommendation 4:</u> Install electronic noticeboards to advise drivers of the availability of parking within the SFM carpark.</p> | <p>The installation of a parking guidance system within the future Sydney Fish Market car park will be considered during the detailed design phase of the project.</p> |

| Submitter | Suburb | Issues Raised | Issues (Detailed) | Response to Issue |
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| | | Traffic - parking | <p>We note measures outlined to achieve a reduction in demand for car spaces, including reduction of staff parking by 50%, and charging market rates for both staff and visitors (Concept DA EIS p36). We also note the recommendation that visitors can use "off-street car parks in close proximity to accommodate overflow parking demands" (Concept DA EIS p123). We are unaware of any such "off-street car parks" in close proximity to the proposed new SFM. The nearest such car parks are in the grounds of the Wentworth Park Greyhound Racing precinct but spaces are limited. The only other such carparks are those associated with the Darling Harbour precinct, and they are (a) about 1km from the site; and (b) are heavily used at weekends and during the holiday periods, so are of limited use as an alternative to on-site parking. In our submission to the Call for Great Ideas, we proposed negotiating commercial car parking on the City of Sydney Fig/Wattle Street depot site, but unfortunately the proponent for the new SFM did not pursue our idea and this site has now been sold for mixed use development. The developer has submitted their concept plans to Council but it may not be too late to negotiate such a commercial carpark to take the overflow.</p> <p><u>Recommendation 5:</u> Proponent to investigate provision of a commercial carpark on the Fig/Wattle Street Council depot site and/or within the Blackwattle Bay Master Plan area.</p> | <p>New commercial car parks are not being considered as part of the new Sydney Fish Market project. Existing car parks in the Pyrmont area, such as Harbour side car park, may be utilised if required to accommodate parking demands during peak periods.</p> <p>Retaining the same number of on-site parking spaces when compared to the current facility provides an appropriate balance between minimising the traffic impacts of the proposal and ensuring sufficient on-site parking is available for visitors. A number of strategies are to be implemented to increase the available capacity of the car park - in particular initiatives to discourage staff from parking in the carpark. Existing car parking restrictions in local streets will restrict Sydney Fish Market staff from utilising these areas, given they will need to be on-site for more than two hours per day.</p> |
| | | Traffic - parking for coaches | <p>The other proposal to ameliorate demand for parking spaces is the provision of the drop-off zone "to allow visitors and shoppers to be collected out front". The majority of such visitors are currently conveyed to the SFM by tour bus operators who go on to park (generally without paying) on both sides of Bank Street, and elsewhere in Pyrmont, in the lunch-time peak. It can be anticipated that they will continue to take up parking spaces which could be used by other patrons wishing to access the new SFM. Smaller buses often have trailers attached so take up at least 2 car spaces. Larger buses take up 3 spaces. With the entrance to the SFM located at the W end of the development, it is likely that overflow and bus parking will also migrate into the largely narrow streets of Glebe. A possible site for off-street tour bus parking could be in the space above the Fish Markets light rail station; alternatively, there is room on land owned by RMS entered off Pyrmont Bridge Road close to the light rail corridor. RMS currently has a temporary office located on part of this site.</p> <p><u>Recommendation 6:</u> The proponent to negotiate provision of off-street dedicated tour bus parking within the Blackwattle Bay MP precinct.</p> | <p>Prior to the opening of the new facility, a management strategy is to be implemented to manage the movement of coaches within the site as well as offsite parking. This strategy will be developed in collaboration with the Western Harbour Alliance (led by Sydney Business Chamber, and including SFM, the Star and ICC as members)</p> |
| | | Traffic - parking | <p>It is foreshadowed (Concept DA EIS p121) that 4 disabled parking spaces will be provided, yet in the EIS for the Main Works Development Application (EIS p39) it is stated that 6 such spaces will be provided. That is a very small percentage of the total of 417 on-site spaces proposed.</p> <p><u>Recommendation 7:</u> A minimum of 10 disabled on-site parking spaces should be provided.</p> | <p>Disabled car parking on the site has been provided in accordance with the National Construction Code standards</p> |

| Submitter | Suburb | Issues Raised | Issues (Detailed) | Response to Issue |
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| | | Traffic - public transport | <p>There is little evidence presented in the EIS to support the claim that there will be a decline in car usage despite a doubling of all journeys. The factors which will achieve this unbelievable foreshadowed reduction include (as yet unannounced) improvements to public transport serving the area (Concept DA EIS p122). Pyrmont Action has long sought a new bus service running from Pyrmont to the Broadway Shopping Centre via Harris Street, and returning via Glebe Point Road and Pyrmont Bridge Road to Pyrmont. The latest letter from the Minister for Transport (dated 14/10/2019) states that the Government has no plans to initiate such a service. We therefore support the recommendation in the Concept DA EIS (p126) that Infrastructure NSW "work with Transport NSW to investigate providing improved bus services to support access to the Sydney Fish Markets and wider Blackwattle Bay". Consideration should be given to the initiation of an On-Demand bus service, with wheelchair access, to serve this route. Any discussions initiated by Infrastructure NSW should include local community representatives from Pyrmont, Ultimo and Glebe.</p> <p><u>Recommendation 8:</u> Approval of both the Concept Development and Stage 2 Works DA should be conditional upon provision of a new bus service to serve Pyrmont, Ultimo and Glebe passengers, stopping at Broadway and the new SFM.</p> | The majority of public transport trips to the new Sydney Fish Market will be via light rail, given the close proximity of three light rail stops. The existing bus network will supplement light rail as a form of access, however the new facility will not be reliant on enhancements to the bus network to accommodate future travel demands. It should be noted that as part of the wider Blackwattle Bay Masterplan, enhancements to the bus network servicing the area around the Fish Market are being considered in consultation with TfNSW. |
| | | Traffic - public transport | <p>The letter also refers to introduction of a new, on demand ferry service with a stop at the current SFM and note that it is attracting increasing levels of patronage. We also note that a Bays Precinct service is foreshadowed in Sydney's Ferries Future (May 2013). We strongly support such services and, again, ask that community representatives from suburbs around the Bays Precinct be consulted as to the route of a future Bays Precinct service.</p> <p><u>Recommendation 9:</u> A condition of approval for both the Concept Development and Stage 2 Works DA should be community engagement in the planning for the route of the proposed future Bays Precinct ferry service.</p> | The ferry service route will be determined by TfNSW. INSW will continue to consult with local community groups on all elements of the master plan, as the process evolves |
| | | Traffic - public transport | <p>The EIS (pp 13, 47, 91) claims that the new SFM is served by three light rail stops "all within a short walk". These short walks range, in fact, from 250m to 500m which would not be too onerous is one wasn't carrying bags, or wasn't disabled and/or elderly. There are numerous references to the proposed West Metro railway line, with the announced stop proposed for the Bays Precinct (Concept DA EIS p126). There are also vague references to a possible Metro station in Pyrmont. The Minister's letter also refers to the "strategic option" for a station at Pyrmont which is under investigation. Given that Google withdrew from its proposal to develop the White Bay Power Station "destination" because of lack of public transport and appropriate road access, it is difficult not to conclude that the Bays Precinct station will be in that vicinity which is a long distance from the new SFM. Until the Government confirms a Pyrmont station, it should not be mentioned as a transport option for visitors to this site. We strongly support a station in Pyrmont, which would help take cars off roads in the vicinity of the new SFM, especially the infamous Pyrmont interchange, and would serve current and future</p> | While a metro station in Pyrmont would further strengthen public transport accessibility to the site, it is not required to accommodate future travel demands. The transport assessment (including associated traffic modelling) has not assumed a future metro station at Pyrmont and concluded that the committed transport network is suitable to cater for future travel by staff and visitors to the site. |

| Submitter | Suburb | Issues Raised | Issues (Detailed) | Response to Issue |
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| | | | <p>residents, workers and visitors to other venues in Pyrmont and nearby, e.g. Darling Harbour.</p> <p><u>Recommendation 10:</u> Approval of both the Concept Development application and Stage 2 Works DA should be conditional upon a decision to include a Pyrmont station for the proposed West Metro, location to be determined in consultation with local community representatives.</p> | |
| | | Impact on rowing and other water uses | <p>We are concerned to note that the development will require a permanent shortening of the rowing route at the head of Blackwattle Bay to maintain a minimum distance of 45-50m between the route and the proposed wharf structures (Concept DA EIS p130). Elsewhere (Concept DA EIS p54) it is stated that representatives of the rowing groups have expressed their concern and that all parties are to consider solutions and meet to resolve the issue. It should be acknowledged that Glebe Rowing Club has been operating in the bay since 1879. If the rowing route is shortened, rowers will be unable to train in a competitive environment, and regattas such as one held in Blackwattle Bay several years ago, will not be able to be accommodated in the future as the route will not be of an appropriate length for competitions.</p> <p><u>Recommendation 11:</u> The wharf configuration should be revised to ensure that the operations of the rowing clubs are not curtailed.</p> | <p>INSW have undertaken consultation with rowing groups regarding mitigation measures for potential impacts on rowers. The concern regarding permanent reduction in the length of the rowing course is noted. However, the reduction in rowing route length is required to accommodate the operational requirements of the new Sydney Fish Market whilst providing a safe buffer distance from proposed wharves for continued rowing activities.</p> <p>Regarding the reduced rowing length for competitions, it is noted that the Rowing NSW website advises that the most recent rowing regatta held in Blackwattle Bay was the JB Sharp Regatta on 2 June 2019. The course for this regatta extended over a distance of 500m between the western headland at the entrance to Blackwattle Bay (near Bellevue House) and the Glebe Rowing Club pontoon. This regatta course length would not be impacted by the proposed new Sydney Fish Market footprint.</p> <p>INSW has consulted continuously with Rowing NSW, Glebe Rowing Club, Sydney University Boat Club, Pacific Dragon Boaters and MLC girls rowers which resulted in the reconfiguration of the operation wharves to ensure safety, which was the biggest concern for all involved in the consultation. The rowing course has been shortened to ensure a reasonable distance is kept between the rowers and the operational vessels.</p> <p>INSW will continue to meet with all on water recreational groups as the project progresses.</p> |

| Submitter | Suburb | Issues Raised | Issues (Detailed) | Response to Issue |
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| | | DA premature | <p>Whilst we are not opposed to the relocation of the Sydney Fish Markets to the head of Blackwattle Bay, we are concerned that the EIS does not address the permanent cumulative impact of the development and the future development of the current SFM site. The only reference we could find in the Concept DA EIS (p131) refers to the possible cumulative impacts of "two or more projects ...carried out concurrently and in close proximity to each other". This reference was made in the context of the proposed developments on Glebe Island and we agree that they are "at a sufficient distance" that cumulative impacts would not occur during construction or on-going operational activities", as the Glebe Island activities will involve additional traffic on James Craig Road, Anzac Bridge and the Crescent, whereas the roads in the vicinity of the new SFM are primarily Pyrmont Bridge Road and Wattle Street.</p> <p>However, whilst the new SFM construction will occur prior to the redevelopment of its current site, once both are completed and operational, there will inevitably be additional traffic congestion, noting that visitation to the SFM is predicted to double over 10 years (Concept DA EIS p122). It is concerning that the Government is proceeding with the SFM development in the absence of anything other than vague (and often conflicting) statements from the Premier, the Greater Sydney Commission, and Infrastructure NSW and its Master Plan consultants.</p> <p>Most members of the Pyrmont community view with alarm the statements in the Review of Environmental Factors for the proposed 61-storey Ritz-Carlton hotel/apartment development, that it represents an "exemplar" for the revitalization of Pyrmont and that Pyrmont is to become "the Gateway to Sydney CBD" (The Premier). It is imperative that before the SFM development is given the green light by the Minister for Planning, the scale and nature of the developments to take place in the Blackwattle Bay Master Planning precinct be clarified, given that the only clues to that future development are contained in the Study Requirement for Bays Market District (2017 p4) which refers to</p> <ul style="list-style-type: none"> • Provision of community facilities and services • Business uses "to link with the existing digital economy hub in Ultimo and Pyrmont and the proposed innovation district at the former White Bay Power Station" • If residential development is proposed the planners should "ensure a range of housing choices" <p>The precinct is also destined to be a popular destination as the waterfront is opened up to pedestrians, cyclists and users of the proposed "improved passive and active recreational opportunities" referred to in the Study Requirement document.</p> <p><u>Recommendation 12:</u> The cumulative impacts associated with the scale and zoning of the Blackwattle Bay Master Plan precinct must be determined before a final decision is made on the proposed new SFM.</p> | <p>Noted.</p> <p>Relocating the Sydney Fish Market to the head of Blackwattle Bay unlocks an opportunity on the current site to deliver a connected public promenade as well as a vibrant, sustainable destination that is connected to Sydney's waterfront. This relocation is then the catalyst that facilitates the rezoning and subsequent renewal of Blackwattle Bay. INSW is working with the community to prepare a State Significant Precinct Study and rezoning application that will deliver a mix of community facilities, parks and open spaces as well as shops, office space and homes. The SSP process requires that INSW plans for the infrastructure and social infrastructure required to support the renewal. This work will be subject to a separate future planning proposal and community consultation process.</p> |

| Submitter | Suburb | Issues Raised | Issues (Detailed) | Response to Issue |
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| | | Urban design and architecture | <p>We have examined the Proposal Design Report and found a list of species to be used in the landscaping of the public domain, including the Urban Park and the Local Plaza (Proposal Design Report pp 207-208). We note that whilst natives predominate, the list includes some exotic species. We strongly recommend that all planting should be native species, preferably local species which are both attractive and provide habitat for local animals and birds. It should be noted that volunteers from Pymont Ultimo Landcare Inc have expanded the extent of the original wildlife corridor established in the nearby Quarry Master Drive precinct in Pymont, including on land within the Wentworth Park Light Rail station corridor which is identified as a project supported by the City of Sydney in its Urban Ecology Strategic Action Plan. The White Bay Community Native Nursery in Annandale has compiled a list of local native plant species to which the landscape consultants can refer.</p> <p><u>Recommendation 13:</u> Local native plant species should be used in landscaping the Urban Park and Local Plaza, to provide habitat for native birds and animals.</p> | <p>Noted.</p> <p>Preference for native species will be considered in the development of the landscape planting schedule during the next phase of design.</p> |
| | | Stormwater management | <p>We strongly support the biofiltration of stormwater for use in the public domain (EIS p31), but, in this era of global warming and extended periods of drought, urge increasing water storage capacity to take account of the impacts of climate change. It is noted that the storage tank provided for nearby Waterfront Park in Pymont has insufficient capacity to maintain water supply for the plants and lawn during prolonged dry periods.</p> <p><u>Recommendation 14:</u> Ensure that stormwater storage capacity is sufficient to keep plants alive during prolonged periods of drought.</p> | <p>The proposed rainwater harvesting strategy is sufficient to meet water quality targets consistent with the ESD strategy. Roof water is collected in the 100KL rainwater tank located in the basement. From a sustainability perspective, the requirement for the facility is to reduce potable water consumption by 50% when compared with the base case.</p> <p>A holistic integrated approach to water management within the facility has been taken including water use reduction through efficient fixtures, rainwater capture and greywater treatment, capturing wash-down water from the wholesale area, as well as roof runoff. The water is treated, stored and reticulated for use in cooling, irrigation, toilet flushing and wash-down of the wholesale floor area.</p> |
| | | Urban design and architecture | <p><u>Recommendation 15:</u> Provide clear directional signage from key public transport stops to the new SFM, and from the new SFM to key tourist destinations in Pymont and Darling Harbour.</p> | <p>Directional signage outside the site will be coordinated by relevant agencies. A signage and wayfinding strategy for the development is contained in Appendix 4.</p> |
| | | Support | <p>There is much to commend in this Concept DA including</p> <ul style="list-style-type: none"> • the opening of view corridors to the East and West of the building • the provision of enhanced public spaces including the Waterfront Promenade, the Urban Park and the Local Plaza • the proposed ESD measures proposed to achieve a 5-star rating and a 30% reduction target in greenhouse gas emissions (EIS p171) | <p>Noted.</p> |

4.3 Submissions from the public

Of the 104 submissions from members of the public, 7 submissions supported the proposal, 82 raised objections to the development in part or in whole and 15 submissions did not object outright yet nonetheless raised concerns or made comments for further consideration.

Of the 82 submissions raising objections to the development 40 were form submissions on particular aspects of the development. Form submissions were received from:

- Supporters of The Glebe Society who submitted a form letter (15 letters);
- Employees of Hanson Cement Works currently operating from the site and Hymix Cement located to the north of the existing Sydney Fish Market (25 employees)
- Glebe Rowing Club (5 persons associated with the club submitted a form letter)

Submissions from the public and the topics raised in these submissions are presented in Table 4 with responses provided in Tables 5 and 6.

Table 4 –Submissions from the Public

| Submission No. | Submitter | Suburb | Topics Raised |
|----------------|-------------------|-------------|--|
| Form (15) | The Glebe Society | | <ul style="list-style-type: none"> - Contamination - Traffic - cumulative impacts - Traffic - parking - Foreshore access - Impact on Wentworth Park - opportunity to connect to the Bay |
| Form (18) | Hanson | | <ul style="list-style-type: none"> - Loss of concrete batching plant |
| Form (7) | Hymix | | <ul style="list-style-type: none"> - Loss of concrete batching plant |
| Form | Glebe Rowing | Glebe | <ul style="list-style-type: none"> - Impact on rowing and other water uses |
| 1 | Steven Pejic | Pymont | <ul style="list-style-type: none"> - Residential development on existing SFM site - Open space |
| 2 | John Sargent | Glebe | <ul style="list-style-type: none"> - Urban Design and Architecture - Traffic – Parking - Traffic - provision for bicycles |
| 3 | Name | Surry Hills | <ul style="list-style-type: none"> - Support |

| Submission No. | Submitter | Suburb | Topics Raised |
|----------------|------------------|-----------------|--|
| | Withheld | | |
| 4 | Brian Baumhammer | Glebe | - Support |
| 5 | Name Withheld | Ultimo | - Traffic - congestion |
| 6 | Neale House | Fig Tree Pocket | - Support |
| 7 | Victoria Moss | Glebe | - Impact on Wentworth Park - overshadowing - Air quality - Traffic - congestion - Traffic - parking on local streets - Bulk and scale - overdevelopment of the site |
| 8 | Declan M | Glebe | - Other - consultation - Retain fish market on existing site - General impacts |
| 9 | Joan Gee | Ultimo | - Urban Design and Architecture |
| 10 | Ian Hunter | Glebe | - Contamination - Support |
| 11 | Name Withheld | Glebe | - Bulk and scale - compatibility with the character of the area - Foreshore access - Traffic - cumulative impacts - Traffic - parking on local streets - Noise impacts |
| 12 | Susan Berry | Glebe | - Residential development on existing SFM site |
| 13 | Name Withheld | Pymont | - Support |
| 14 | Name Withheld | Forest Lodge | - Traffic - provision for bicycles - Traffic - public transport |
| 15 | Lorel Adams | Glebe | - Traffic - public transport - Traffic - provision for bicycles - Foreshore access |
| 16 | | | - Traffic - parking on local streets - Noise impacts - Retain fish market on existing site |

| Submission No. | Submitter | Suburb | Topics Raised |
|----------------|-----------------|--------------|--|
| 17 | Name Withheld | Glebe | <ul style="list-style-type: none"> - Impact on Wentworth Park - poor pedestrian connection - Contamination - Other - suggests alternative to lower Bridge Road |
| 18 | Name Withheld | Glebe | <ul style="list-style-type: none"> - Traffic - congestion - Traffic - Public Transport - Traffic - Parking - Traffic - cumulative impacts - Foreshore access - Open space - Suggested conditions - Contamination - Urban Design and Architecture - Suggested conditions - Cumulative Impacts - Consideration of alternatives |
| 19 | Judith Christie | Forest Lodge | <ul style="list-style-type: none"> - Building over harbour - Contamination - Traffic - congestion - Traffic - parking on local streets - Traffic - provision for bicycles - Traffic - parking coaches - Impact on Wentworth Park - opportunity to connect to the Bay |
| 20 | Conrad Kerin | Glebe | <ul style="list-style-type: none"> - DA premature - Retain fish market on existing site - Impact on Wentworth Park - opportunity to connect to the Bay - Open Space - Viability |

| Submission No. | Submitter | Suburb | Topics Raised |
|----------------|------------------------|--------|---|
| 21 | Michael Morrison | Glebe | <ul style="list-style-type: none"> - Traffic - congestion - Contamination - Economic impacts - local Glebe businesses - Retain fish market on existing site - Suggested conditions - Retain fish market on existing site |
| 22 | John Buckingham | Glebe | <ul style="list-style-type: none"> - Retain fish market on existing site - Foreshore access - Contamination - Other - basement waterproofing - Traffic - cumulative impacts - Other - suggests alternative to lower Bridge Road |
| 23 | Deanne Buckingham | Glebe | <ul style="list-style-type: none"> - Site justification - Contamination - Traffic - cumulative impacts |
| 24 | Name Withheld | Glebe | <ul style="list-style-type: none"> - Foreshore access - Bulk and Scale - amount of retail space - Site justification - Traffic - Parking |
| 25 | Andrew Southwood-Jones | Glebe | <ul style="list-style-type: none"> - Support |
| 26 | Melanie O'Mahony | Glebe | <ul style="list-style-type: none"> - Retain fish market on existing site - Foreshore access - Traffic - parking on local streets - Bulk and Scale - amount of retail space - Waste Management |

| Submission No. | Submitter | Suburb | Topics Raised |
|----------------|---------------|--------------|--|
| 27 | Jan Wilson | Glebe | <ul style="list-style-type: none"> - Traffic - parking on local streets - Traffic - congestion - Traffic - assessment - Traffic - provision for bicycles - Traffic - parking coaches - Traffic - public transport |
| 28 | Prue Vines | Forest Lodge | <ul style="list-style-type: none"> - Alienation of public land - Retain fish market on existing site - Contamination |
| 29 | Judith Paul | Glebe | <ul style="list-style-type: none"> - Traffic - parking on local streets - Traffic - congestion - Noise impacts - Contamination - Open Space |
| 30 | Name Withheld | Glebe | <ul style="list-style-type: none"> - Site justification - DA premature - Bulk and scale - compatibility with the character of the area - Bulk and scale - height relative to fig trees - Impact on Wentworth Park - opportunity to connect to the Bay - Traffic - congestion - Traffic - parking on local streets |

| Submission No. | Submitter | Suburb | Topics Raised |
|----------------|----------------|--------|---|
| 31 | Kirsten Smith | Glebe | <ul style="list-style-type: none"> - Bulk and scale - compatibility with the character of the area - Building over harbour - Consistency with planning controls - Contamination - Impact on Wentworth Park - overshadowing - Impact on Wentworth Park - impact on views - Impact on views/visual character - Impact on Wentworth Park - impact on views - Impact on Wentworth Park - poor pedestrian connection - Foreshore access - Disabled access - Traffic - parking on local streets - Traffic - congestion |
| 32 | Name Withheld | Glebe | <ul style="list-style-type: none"> - Retain fish market on existing site - Traffic - cumulative impacts - Open Space - Traffic - congestion - Traffic - parking on local streets |
| 33 | Rodney Hammett | Glebe | <ul style="list-style-type: none"> - EIS process - DA premature - Traffic - pedestrians - Bulk and scale - compatibility with the character of the area - EIS process - Traffic - assessment - Traffic - parking coaches - Traffic - pedestrians |

| Submission No. | Submitter | Suburb | Topics Raised |
|----------------|---------------|--------|--|
| 34 | Name Withheld | Glebe | <ul style="list-style-type: none"> - Traffic - public transport - Traffic - Parking - Open Space - Residential Development on existing SFM site |
| 35 | Name Withheld | Glebe | <ul style="list-style-type: none"> - Contamination - Disabled access - Foreshore access - Impact on Wentworth Park - opportunity to connect to the Bay - Traffic - parking |
| 36 | Andrew Spira | Glebe | <ul style="list-style-type: none"> - Bulk and scale - height relative to fig trees |
| 37 | Name Withheld | Glebe | <ul style="list-style-type: none"> - Contamination - Impact on Wentworth Park - opportunity to connect to the Bay - Impact on views/visual character - Traffic - congestion - Disabled access - Noise impacts - Residential Development on existing SFM site - Traffic - Parking - Traffic - congestion - Consideration of alternatives - Traffic - pedestrians |

| Submission No. | Submitter | Suburb | Topics Raised |
|----------------|---------------------|--------------|---|
| 38 | Brian Fuller | Glebe | <ul style="list-style-type: none"> - DA premature - Building over harbour - Viability - Traffic - cumulative impacts - Traffic - public transport - Traffic - parking on local streets - Traffic - parking coaches - Site justification - Foreshore access - Impact on Wentworth Park - opportunity to connect to the Bay - Impact on Wentworth Park - impact on views - Consistency with planning controls - DA premature |
| 39 | Robert Gavagna | Pymont | <ul style="list-style-type: none"> - Traffic - congestion - Traffic - pedestrians - Building over harbour - Impact on Wentworth Park - impact on views - DA premature - Traffic - parking - Other - cost of development |
| 40 | Rosalind Vaughan | Glebe | <ul style="list-style-type: none"> - Traffic - lack of infrastructure - Traffic - parking on local streets - Traffic - parking - Contamination - Foreshore access |
| 41 | Christopher Roberts | Erskineville | <ul style="list-style-type: none"> - Impact on School - Noise - Impact on school - air quality - Impact on school - security - Impact on School - visual impacts- |

| Submission No. | Submitter | Suburb | Topics Raised |
|----------------|---------------|---------|---|
| 42 | David Gribble | Glebe | <ul style="list-style-type: none"> - Traffic - Parking - Traffic - parking coaches - Traffic - pedestrians - Impact on views/visual character - Foreshore access - Alienation of public land |
| 43 | Anna Szanto | Glebe | <ul style="list-style-type: none"> - Contamination - Impact on views/visual character - Traffic - public transport - Traffic - congestion - Traffic - parking on local streets |
| 44 | Murray Jewel | Glebe | <ul style="list-style-type: none"> - Contamination - Traffic - cumulative impacts - Traffic - parking on local streets - Disabled access - Impact on Wentworth Park - impact on views |
| 45 | Name Withheld | Glebe | <ul style="list-style-type: none"> - Contamination - Traffic - cumulative impacts - Traffic - parking on local streets - Disabled access - Impact on Wentworth Park - impact on views - Alienation of public land |
| 46 | Name Withheld | Newtown | <ul style="list-style-type: none"> - Traffic - public transport - Sustainability - Disabled access - Traffic - congestion - Traffic - assessment - Construction Impacts - Traffic - Flooding - Traffic - parking on local streets - Traffic - parking coaches - Noise impacts - Other - bird management - Contamination |

| Submission No. | Submitter | Suburb | Topics Raised |
|----------------|------------------|----------------|---|
| 47 | Karin Kolbe | Glebe | <ul style="list-style-type: none"> - Traffic - parking - Disabled access - Contamination |
| 48 | Gus Dannoun | Baulkham Hills | <ul style="list-style-type: none"> - Support |
| 49 | Hannah Middleton | Glebe | <ul style="list-style-type: none"> - Cumulative Impacts - Building over harbour - Economic impacts - local Glebe businesses - Traffic - public transport - Traffic - parking coaches - Traffic - cumulative impacts - Traffic - parking on local streets - Construction Impacts - Dust and noise |
| 50 | Name Withheld | Glebe | <ul style="list-style-type: none"> - DA premature - EIS process - DA premature - Traffic - cumulative impacts - Traffic - public transport - Traffic - Parking - Traffic - provision for bicycles - Bulk and scale - height relative to fig trees - Bulk and scale - compatibility with the character of the area - Impact on views/visual character - Foreshore access - Disabled access - Bulk and Scale - amount of retail space - Noise impacts - Impact on Wentworth Park - impact on fig trees |
| 51 | Name Withheld | Glebe | <ul style="list-style-type: none"> - Traffic - Parking - Traffic - assessment - Traffic - congestion - Traffic - parking on local streets - Traffic - public transport |

| Submission No. | Submitter | Suburb | Topics Raised |
|----------------|---------------|-----------|--|
| 52 | Jamie Parker | Glebe | <ul style="list-style-type: none"> - Traffic - parking coaches - Traffic - cumulative impacts - Sustainability - green star certification - Sustainability - solar - Impact on marine ecology - Contamination - Retain fish market on existing site - Cumulative impacts - Foreshore access |
| 53 | Kevin Eadie | Drummoyne | <ul style="list-style-type: none"> - Foreshore access - Impact on views/visual character - Traffic - Parking - Site justification |
| 54 | Dot Masters | Glebe | <ul style="list-style-type: none"> - Other - cost of development - Traffic - parking on local streets - Foreshore access - Contamination - DA premature - Consistency with planning controls - Retain fish market on existing site |
| 55 | Asa Wahlquist | Glebe | <ul style="list-style-type: none"> - Foreshore access - Other - heritage - Contamination - Traffic - congestion - Traffic - parking on local streets |
| 56 | Martin Harris | Glebe | <ul style="list-style-type: none"> - Traffic - lack of infrastructure |
| 57 | Anna Reeves | Glebe | <ul style="list-style-type: none"> - Economic impacts - Retain fish market on existing site |

| Submission No. | Submitter | Suburb | Topics Raised |
|----------------|----------------|--------|---|
| 58 | Andrew Mathas | Glebe | <ul style="list-style-type: none"> - Traffic - parking - Traffic - pedestrians - Disabled access - Traffic - provision for bicycles - Traffic - mitigation measures - Contamination - Impact on School - pedestrian safety |
| 59 | Robert Tickner | NA | - Impact on rowing and other water uses |

Table 5 – Response to submissions from the Public

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
|-------------|-------------|--|--|
| Air quality | 1 | Adequacy of measures to control odour. | <p>Measures to control odours are outlined in the Stage 2 Air Quality Assessment report (Appendix 18 of the EIS). Since completing the report, further developments have been made by the Project design team and the following additional mitigation measures have been adopted:</p> <ul style="list-style-type: none"> • Wastewater Treatment Rooms: Mechanical exhaust with carbon filtration above roof • Retail food tenancies: Kitchen exhaust treatment system with carbon filtration discharging to above roof • Wholesale Areas: Low temperature areas (maintained between 14°C and 20 °C with minimum 1.5 air changes an hour of ventilation air • Waste Management rooms: Air conditioned spaces with exhaust air discharging to above roof • Offal rooms: Allocated cool room maintained at or below 5°C for storage before being removed from site. <p>It is expected that by installing activated carbon filters on retail food tenancy kitchen exhausts, wastewater treatment rooms (housing DAF and rotational screens), the residual risk of odour impacts associated with cooking and wastewater treatment activities would reduce to neutral significance.</p> <p>Maintaining low temperatures within the wholesale area and waste management rooms and allocating cool rooms for the storage of offal is expected to significantly reduce odour generation from these sources and would reduce the residual risk to neutral</p> |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
|---------------------------|-------------|--|---|
| | | | significance. |
| Alienation of public land | 3 | New SFM taking up valuable foreshore space; | The development is appropriately located on the foreshore at Blackwattle Bay continuing a long connection with the fish market and making an efficient use of an underutilised site. Sections 1.4 and 1.5 of the EIS deal with the analysis of feasible alternatives and justification for proposed location. The decision to relocate the Sydney Fish Market to the head of Blackwattle Bay was also supported by a number of submissions to the "Call for Great Ideas" held in 2015 and through community consultation undertaken in 2017. |
| | | Publicly accessible seating should be provided; | Significant areas of publically accessible seating, including dining areas will be provided. |
| | | Objection to land being sold. | The site will be retained in public ownership. |
| Building over the harbour | 10 | Extending over the harbour is not necessary and alternatives should be considered; Building over water more expensive; Not necessary as most produce arrives by truck. | The new Sydney Fish Market building has been designed to generally extend no further into the water than the end of the wharves which currently occupy the new fish market site. The new wharves will extend further into the harbour. The premise of the design is to vertically stack the building and reduce the building footprint as much as possible. The structure of the new market is a deck on pier method, similar to Woolloomooloo Wharf, meaning no excavation of the harbour seabed is required. This minimises environmental impacts and disturbance of the seabed. |
| Bulk and scale | 22 | Building too big – too tall, footprint too big, excessive floor space; | The building has been designed following detailed consideration of the site and its context and following a competition design process as outlined in the Design Report (Appendix 2 of the A3 Volume of |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
|-------------------------------|-------------|--|--|
| | | | the EIS). |
| | | Inappropriate relationship to fig trees; | The development has been design having regard to the location and height of the fig trees. Views of the trees are available from Blackwattle Bay on either side of the building and from the proposed public domain including the elevated promenades. |
| | | Incompatible with the character of the area in terms of size, height and design; | The building has been designed following detailed consideration of the site and its context and following a competition design process as outlined in the Design Report (Appendix 2 of the A3 Volume of the EIS). The building is of design excellence and will be a catalyst for the transformation of the area. As a major publically accessible building, the new SFM is appropriately located at the head of Blackwattle Bay and adjacent to Wentworth Park. |
| | | Excessive amount of retail space; | The development provides an additional 6,000 square metres of retail space compared to what is on the current site. This is not considered excessive. |
| | | Don't need another shopping centre; | The development is designed as an operating fish market with supporting retail functions and is not a shopping centre. |
| | | References to height of concrete batching plant and fig trees not valid. | These elements form part of the existing context and it is appropriate to reference these heights on relation to the proposed development. |
| Consideration of alternatives | 3 | Other alternative sites should be considered: Existing site; White Bay. | Sections 1.4 and 1.5 of the EIS deal with the analysis of feasible alternatives and justification for proposed location. The decision to relocate the Sydney Fish Market to the head of Blackwattle Bay was also supported by a number of submissions to the "Call for Great Ideas' held in 2015 and through community consultation undertaken in 2017. |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
|------------------------------------|-------------|---|---|
| Consistency with planning controls | | High percentage of retail, commercial and restaurant activities not directly related to the market inconsistent with the SREP (Sydney Harbour Catchment 2005) aims; | Consistency with planning controls is discussed in Section 5 of the EIS. This includes consistency with the aims and principles of SREP (Sydney Harbour Catchment 2005). |
| | | Reclamation works prohibited; | No reclamation works are proposed. |
| | | Inconsistent with aims of SREP (Sydney Harbour Catchment 2005) because public good does not have precedence over private good; | The site remains in public ownership and the public domain will be managed by the State government. Public access to the site is significantly improved. |
| | | Inconsistent with zone objectives of SREP 26 | As set out in the EIS, the site spans across several planning instruments and zonings partially over land and partially over water (see Figure 7 of the EIS). Each of these have different zones and permissibility. Clause 4.38 of the Environmental Planning and Assessment Act 1979 enables approval to be granted for State Significant development which is partly prohibited. The EIS addresses where the development is permitted under these zones and outlines that the Sydney Fish Market proposal is partly permissible with consent and partly prohibited. SREP 26 Waterfront Use Zone enables development which is consistent with one or more objectives in the zone. It does not prioritise any of the objectives over one another and consistency is only required with one to be permissible development. The EIS demonstrates the development is consistent with more than one of these objectives and is therefore permissible in the zone, including |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
|--------------------------------|-------------|---|--|
| | | | for example to provide public access within and across the zone and to facilitate the extension of the Ultimo-Pymont foreshore promenade from Blackwattle Bay to Rozelle Bay and link with public access networks surrounding the precinct. |
| | | Development against spirit of existing zoning. | Consistency with planning controls is discussed in Section 5 of the EIS. The development is appropriate on this site. |
| Construction impacts (general) | 3 | During the construction phase local residents will pay a heavy price, increased congestion, increased noise, increased demand on parking; | Detailed construction management plans will be prepared prior to construction commencing and include measures to manage construction noise and vibration and traffic. |
| | | Soil erosion and run off. | Soil erosion and sedimentation controls will be implemented during the construction period. |
| Contamination | 35 | Concerns over disturbing toxins in bay sediments. | <p>Appropriate assessment of sediment quality has been undertaken as detailed in the technical reports submitted with the EIS. The potential for disturbance of contamination has been discussed within the reports in detail and a proposed management framework documented.</p> <p>Notwithstanding, any construction works that will result in the potential disturbance of these sediments, will require management, from both a contamination and ASS view point. The management measures will primarily comprise controlling the potential for resuspension of sediments during development works such that mobilisation of contaminants and changes in the sulfate-sulfide equilibrium of the sediment are minimised such that associated short-term ecological risks are appropriately mitigated. It is</p> |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
|--------------------|-------------|--|--|
| | | | expected that best-practice management procedures will be informed by development of a site-specific construction and environmental management plan (CEMP) based on the broad management principles provided in the ASSMP (JBS&G 2019d) - which will be prepared once the final construction methodologies are understood/defined. In addition, the performance of the measures employed will be subject to environmental monitoring during construction works such that alternative mitigation measures can be implemented if required. |
| Cumulative impacts | 3 | <p>Should include apartment development on existing SFM site in analysis of impacts;</p> <p>Should include assessment of master plan for the Bays Precinct;</p> <p>Should include planned development in the rest of the Bays Precinct including Glebe Island.</p> | Relocating the Sydney Fish Market to the head of Blackwattle Bay unlocks an opportunity on the current site to deliver a connected public promenade as well as a vibrant, sustainable destination that is connected to Sydney's waterfront. This relocation is then the catalyst that facilitates the rezoning and subsequent renewal of Blackwattle Bay. INSW is working with the community to prepare a State Significant Precinct Study and rezoning application that will deliver a mix of community facilities, parks and open spaces as well as shops, office space and homes. The SSP process requires that INSW plans for the infrastructure and social infrastructure required to support the renewal. This work will be subject to a separate future planning proposal and community consultation process. |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
|------------------|-------------|---|---|
| DA premature | 7 | <p>Development should not proceed until master planning for bays precinct and surrounding areas is completed;</p> <p>Development should not occur until planning for the area in complete including provision of community facilities, transport and infrastructure;</p> <p>Development is proceeding in an uncoordinated piecemeal manner;</p> | <p>Relocating the Sydney Fish Market to the head of Blackwattle Bay unlocks an opportunity on the current site to deliver a connected public promenade as well as a vibrant, sustainable destination that is connected to Sydney's waterfront. This relocation is then the catalyst that facilitates the rezoning and subsequent renewal of Blackwattle Bay. INSW is working with the community to prepare a State Significant Precinct Study and rezoning application that will deliver a mix of community facilities, parks and open spaces as well as shops, office space and homes. The SSP process requires that INSW plans for the infrastructure and social infrastructure required to support the renewal. This work will be subject to a separate future planning proposal and community consultation process.</p> |
| Economic impacts | 3 | Should consider impacts on retailers on Glebe Point Road; | <p>The development will expand and improve the functions of the existing Sydney Fish Market in a new setting achieving design excellence, authentic experience, functional performance and environmental sustainability. The new Sydney Fish Market will include wholesale facilities and auction rooms, offices and commercial space, culinary education, retail premises including food and beverage premises (potentially with liquor licenses), back-of-house facilities and car and delivery vehicle parking spaces and ancillary uses. It will be a centre of exceptional seafood and related produce, bringing the best local food to a globally renowned waterside retail destination. The development will attract visitors from the local area, Sydney, interstate and</p> |
| EIS process | 2 | <p>Too much emphasis on retailing</p> <p>Renotify as application is really a retail development;</p> | |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
|-------|-------------|--|--|
| | | | <p>international.</p> <p>The additional elements of the new Fish Market in comparison to the existing are as follows:</p> <ul style="list-style-type: none"> - SFM operational areas (auction, staging, loading docks wharfs, processing, car park capacity, office etc) – no significant change in area. - Wholesale and retail existing tenants – no significant change in area. - Additional retail – additional 6,000 square metres (approximately) for a variety of retail and food and beverage uses; - Public domain (public open space, promenade, informal public seating – significant increase from existing. <p>The EIS and RTS report contain all necessary information to enable the development application to be determined.</p> |
| | | Misleading graphics; | The assessment in the EIS is based on a detailed analysis of the site and its context and are described in detail in the EIS and elsewhere in the Concept Design /report. Graphics include artist's impressions of the building. The site and its context. |
| | | Connections to light rail stations not addressed; | The EIS considers existing connections to nearby stations and the development includes the Improvement to the existing pedestrian route between Wentworth Park light rail stop and the new Sydney Fish Market, through the removal of the existing slip lane at the Wattle Street / Bridge Road intersection. |
| | | Decision to advertise concept DA and main DA at the same time is | The exhibition of both applications enable the full extent of the development to be available to the public and agencies. All |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
|-----------------|-------------|--|--|
| | | confusing; | submissions from both applications have been considered. |
| | | CIV not provided. | CIV was provided to DPIE. |
| Disabled access | 9 | Continuous foreshore access not available for persons in a wheelchair; | <p>Public lifts will provide alternate accessible paths of travel to the stairs to ensure equitable access to the elevated promenade and between building levels for people with mobility impairment, wheelchair users, prams, bicycles etc. The public lifts (x4 locations) are spread around the building and are either next to or in reasonable proximity to the stairs, so that people with different access needs can travel along a similar route. The public lifts will operate 24/7 (between ground and upper ground level) to ensure that the elevated promenade at upper ground level is always available as an accessible public thoroughfare. At ground level 2 x public lifts are accessed from outside the building; and at upper ground level all 4 x public lifts are accessed from outside the building (Note: at ground level 2 x public lift locations must be accessed from small entry lobbies that are inside the building, as they also must serve other building levels). The location, distribution and number of public lifts has been developed to meet access requirements and consider universal design. During detailed design phase the following points will be developed further to ensure access compliance and DDA objectives are met:</p> <ol style="list-style-type: none"> 1. 24/7 public lift access (that can meet and/or exceed expected public use/demand that is well lit and suitably maintained/functioning etc. at all times). 2. A comprehensive way-finding design and signage plan for the site will be developed with signage to clearly identify the alternative accessible paths of travel to the lifts from stairs for ease of |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
|------------------|-------------|---|---|
| | | | location/identification. |
| | | Glebe light rail station not fit for people with disabilities; | Glebe light rail station is classified by TfNSW as an accessible station with ramp access provided (https://transportnsw.info/stop?q=10101433#/). |
| | | Design forces walkers to climb stairs. | The public lifts (4 locations) are spread around the building and are either next to or in reasonable proximity to the stairs, so that people with different access needs can travel along a similar route |
| Flooding | | Intersection of Bridge Road and Wentworth Park Road floods | The flood impacts of the proposed development have been addressed in the Flooding and Water Quality Assessment (Appendix 12 of the EIS). |
| Foreshore access | 31 | Design restricts public access to the foreshore; Lack of direct foreshore at grade access; | A continuous waterfront promenade is created along the northern edge of the upper ground floor, continuing from the north east public lifts through to the western public lift. An improved pedestrian environment is provided to Bridge Road. These promenades connect with the Glebe foreshore walkway. Access to the waterfront is improved with the provision of safe pedestrian access elevated above the working fish market and wharves for the fishing fleet. Access to the waterfront is improved and pedestrian connections with Wentworth Park are also improved at the intersections of Wattle Street and Wentworth Park Road. The elevated public domain provides additional opportunities for views to the park. |
| | | Use of stairs inadequate; | The stairs provide continuity in public access whilst maintaining and working harbour frontage for fish market operations. There is access to public lifts (4 locations) that are spread around the building and are either next to or in reasonable proximity to the stairs, so that |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
|---------------------------------------|-------------|--|--|
| | | | people with different access needs can travel along a similar route. |
| | | Link should be same type as the rest of the Glebe foreshore walk; | The pedestrian environment is different through the new Sydney Fish Market but provides continuous access and a variety of experiences. |
| | | Missed opportunity for improved foreshore link; | The development improves linkages with the foreshore. |
| | | Inappropriate for foreshore promenade to be through a building. | The separation of pedestrian and operational traffic is a key feature of the design of the building. The foreshore promenade is around the building as (24/7 access) without the need to walk through the building. |
| Impact on marine ecology | 1 | Direct habitat destruction. | The impact of the development on marine ecology is addressed in the Marine Ecology Assessment (Appendix 8 of the EIS). This includes habitat improvement opportunities presented by construction of the new Sydney Fish Market. It recommends the preparation of an aquatic biodiversity management plan (ABMP) during the detailed design phase of the building. |
| Impact on rowing and other water uses | 30 | Impact assessment inadequate; Adverse impact on safety of course; Adverse impact on length of course; Adverse impact of additional power boat traffic; Required reduction in length of rowing course underestimated; | The Fixed Loading and Unloading Wharf at the new Sydney Fish Market caters for relocation of existing Sydney Fish Market operations, and the water traffic from charter boats and fishing trawlers would therefore be similar to the existing situation. The proposed Recreational Floating Wharf with 15 berths is of a similar scale to the previous berthing infrastructure used for the same purpose at the existing Fish Market. It is noted that, although the current public pontoon is a modest structure, a much longer pontoon with a number of berthing pens (approx. 20 berths) previously existed at the site (circa 2016) to service recreational |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
|-------|-------------|---|--|
| | | <p>Loss of water space for recreational use;</p> <p>Lack of justification for the number of pleasure craft docking berths;</p> <p>Length of public wharf needs to be shortened;</p> | <p>boating access to the existing Sydney Fish Market.</p> <p>The NIA report recommends that a Vessel Traffic Management Plan (VTMP) is developed for the new Sydney Fish Market to provide guidance to enhance marine safety and navigation for all vessels using the wharf facilities and the surrounding waterway area. The VTMP would be prepared in consultation with all stakeholders including INSW, TfNSW, Port Authority of NSW, ferry operators, new Sydney Fish Market wharf user group representatives, and rowing and dragon boat club representatives. The VTMP would be reviewed periodically based on feedback received from stakeholders on its implementation and performance.</p> <p>An offset of 45m has been applied from the proposed operational wharves (Fixed Loading and Unloading Wharf) to define the relocated rowing route as per the previous buffers applied at the head of the Bay on the original rowing route (refer Figure 21 within Navigation Impact Assessment report).</p> <p>The Recreational Floating Wharf is positioned at the easternmost end of the development footprint to minimise impact at the head of the existing rowing route. The proposed offset distance from the Recreational Floating Wharf is similar to that from the existing Sydney Fish Market fishing fleet wharf and Blackwattle Bay Marine Operatives wharf along the eastern leg of the existing rowing route. It is also noted that due to extension of the Blackwattle Bay Marina pontoons out into the Bay since the establishment of the rowing route, the head of the existing rowing route has been within 20m of this former marina facility.</p> <p>It is noted that the existing fishing fleet wharves along the eastern</p> |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| | | | <p>foreshore will be demolished as part of the proposed works. This would provide additional waterway area for turning manoeuvres to be completed to the east of the Recreational Floating Wharf. Once the nature of the future ferry service is known, it may be feasible for a ferry turning area to be delineated with marker buoys to provide a safe buffer distance away from the rowing route.</p> <p>The rowing course is proposed to be shortened at the head of the Bay to provide a buffer between rowing activities and the new Sydney Fish Market. The alignment of the eastern/western legs of the rowing route and direction of rowing travel would remain unchanged. The current rowing course arrangement has been in operation with motorised craft travelling to and from the Blackwattle Bay Marina and existing Sydney Fish Market wharves and is based on all vessels travelling on the right side (starboard side) of the waterway to avoid collisions.</p> <p>INSW is committed to ongoing consultation with rowing stakeholders and the Sydney Fish Market to discuss vessel interactions and mitigation measures for potential impacts on rowers. The rowing route can be further modified to address any safety concerns regarding the Recreational Floating Wharf.</p> |
| | | Parking for kayakers required | <p>Access from the water is presently available via the stairs from the waterfront promenade on the western side of the site near where outrigger canoes are stored. This provides an area for kayak parking close to the proposed development.</p> |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| Impact on Sydney Secondary College Blackwattle Bay Campus | 2 | Impacts on school | A response to a detailed submission regarding Sydney Secondary College Blackwattle Bay Campus is discussed in a separate table (Table 5). |
| | | Dust from construction; | Construction impacts will be managed through the preparation of a Construction Environmental Management Plan. Construction impacts from dust and odours are assessed in the Air Quality report accompanying the development application. |
| | | Odours during operation; | |
| | | Impact on school grounds; | The development has no significant impact on school grounds. |
| | | Building imposing when viewed from school grounds. | The visual impacts of the development including from the vicinity of the school grounds are assessed in the Landscape Character and Visual Impact Assessment accompanying the development application. It finds that <i>although the view will be dominated by the built form of the market, it will be of a more open and activated nature than the monolithic structures currently dominating the view. It is anticipated that a moderate visual impact will occur due to the loss of views to Wentworth Park. However as the current view is dominated by the cement works, the addition of the built form of the market will not greatly alter the dominance of built form in the current view.</i> |
| Impact on views/visual character | 6 | Impact on views from Blackwattle Bay to Wentworth Park generally and fig trees in particular; | It is acknowledged due to the height and mass of the proposal that views of the fig trees within Wentworth Park will be generally obscured from Blackwattle Bay and Blackwattle Bay Park. It should be noted that a clear view between many surrounding areas and the fig trees/Wentworth Park does not currently exist as a result of |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| | | | the concrete batching plant consisting of a number of structures as well as fencing etc currently runs parallel to Bridge Road and acts as a barrier between the surrounding area and Wentworth Park which filters the view. The fig trees will be able to be seen through either side of the building and that further vegetation is proposed as part of the development which will bring the landscaped public edge to the foreshore. |
| | | Building higher than controls allow on sites to the west; | The development has been designed having regard to the characteristics of the site and its context. Building height controls to the east of the site allows building higher than the proposed development whilst those to the west in Glebe are lower. |
| | | Impact of views from residential areas; | Additional visual impact assessment of impact on views from the nominated properties has been undertaken and an amended Landscape Character and Visual Impact Assessment has been prepared (Appendix 7). Views from these private properties would change as a result of the development with views of the existing cement works structures replaced by views of the new building with additional city skyline views available by the demolition of the cement works. Views to most of Blackwattle Bay and to Anzac Bridge would be retained. |
| | | Loss of views and vistas to railway viaduct and Anzac Bridge; Adverse visual impact from monolithic built form. | The impact of the development on views and visual character is addressed in the Landscape Character and Visual Impact Assessment accompanying the development application and as amended (Appendix 7). This considers impacts on views from a range of locations. |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| Impacts on Wentworth Park | 28 | Lost opportunity to connect park to bay; | <p>Wentworth Park currently has a poor relationship to the foreshore as a consequence of restricted access to the industrial waterfront and poor visibility to the water from the park because of existing structures and vegetation. Bridge Road is a classified road which further restricts connections between the park and the water.</p> <p>The proposed development improves connections with the park by:</p> <ul style="list-style-type: none"> • Raising the level of Bridge Road to be consistent with the level of the park and the entry to the site; • Improvements at intersections including a new signalised intersection at Wentworth Park Road and improvements to pedestrian movements at the Wattle Street intersection. <p>As discussed in Concept Design report (Appendix 2 in the A3 Volume of the EIS), the building envelope has been designed to open up view corridors to Blackwattle Bay on the eastern and western sides of the building. This allows views from the park and to the park as indicated in the Landscape Character and Visual Impact Assessment (Appendix 7 in the A3 Volume of the EIS).</p> <p>The development will improve public access to the foreshore and between the foreshore and Wentworth Park.</p> |
| | | Impact on water and other views from the park including Anzac Bridge; | <p>Direct views from Wentworth Park to the bay have been blocked or highly filtered for some time as a result of the existing cement batching plant, buildings, carparks, fencing etc that runs parallel to Bridge Road. Views at the northern corner of Wentworth Park have been generally blocked by the remnants of the former Jones Bros Coal Loader. This area is to be turned into public realm space that will allow for greater visual access from the northern corner of</p> |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| | | | Wentworth Park through to the bay than is currently possible (as well as allowing for the public to have water view access from a new public space area). Views from the north-western corner have been blocked or highly filtered as result of the cement works and the western edge of the market will occupy this area. To the west of this is new public domain space (which has been occupied by a carpark) which will allow for views from this location to the water from public space which are currently not possible due to no public access. |
| | | Slither views to east and west of building not from park; | Addressed above |
| | | Proposed pedestrian connection across Bridge Road inadequate; | Improvements to crossing opportunities at the intersections of Bridge Street with Wattle Street and Wentworth Park Road are proposed. |
| | | Potential impact on fig trees along the northern edge of the park; | An Arboricultural Impact Assessment has been undertaken and is provided in Appendix 9. This confirms that there would be no significant impact the fig trees and recommends a range of measures to be implemented during construction including tree pruning procedures. |
| | | Redevelopment on existing site preferred and it would allow improved relationship between foreshore and park; | Relocating the Sydney Fish Market to the head of Blackwattle Bay unlocks an opportunity on the current site to deliver a connected public promenade as well as a vibrant, sustainable destination that is connected to Sydney's waterfront. This relocation is then the catalyst that facilitates the rezoning and subsequent renewal of Blackwattle Bay. INSW is working with the community to prepare a State Significant Precinct Study and rezoning application that will deliver a mix of community facilities, parks and open spaces as well |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| | | | as shops, office space and homes. The SSP process requires that INSW plans for the infrastructure and social infrastructure required to support the renewal. This work will be subject to a separate future planning proposal and community consultation process. |
| | | Overshadowing of the park; | The overshadowing impacts on the park and the fig trees have been assessed and are found to be acceptable. |
| | | Inconsistent with existing policies of enhancing links between park and foreshore; | The development enhances links between the park and the foreshore. |
| | | Increased traffic decreases connectivity between park and foreshore; | Improvements to crossing opportunities at the intersections of Bridge Street with Wattle Street and Wentworth Park Road are proposed. |
| | | Loss of visual connection with Blackwattle Bay. | Direct views from Wentworth Park to the bay have been blocked or highly filtered for some time as a result of the existing cement works, buildings, carparks, fencing etc that runs parallel to Bridge Road. Views at the northern corner of Wentworth Park have been generally blocked by the remnants of the former Jones Coal Loader. This area is to be turned into public realm space that will allow for greater visual access from the northern corner of Wentworth Park through to the bay than is currently possible (as well as allowing for the public to have water view access from a new public space area). Views from the north-western corner have been blocked or highly filtered as result of the cement works and the western edge of the market will occupy this area. To the west of this is new public domain space (which has been occupied by a carpark) which will allow for views from this location to the water from public space which are currently not possible due to no public |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| | | | access. |
| Loss of concrete batching plant (Hanson) | 21 | <p>Loss of jobs;</p> <p>Increased travel time for concrete deliveries to CBD;</p> <p>Adverse traffic impacts from longer distanced travelled;</p> <p>Closing existing concrete plant before new plant on Glebe Island is finished could result in unreliable supply of concrete.</p> | <p>Building the new Sydney Fish Market at the head of Blackwattle Bay requires Hanson to vacate the site on Bridge Road. That site is owned by the Government and Hanson's lease has expired.</p> <p>INSW has been in discussions with Hanson about the plans for the new Sydney Fish Market since 2015. Hanson has been made aware of INSW's work program and given ample notice to explore alternate sites.</p> <p>Consideration has been given to the ongoing supply of concrete to the CBD and key infrastructure projects. Desktop analysis undertaken for Infrastructure NSW shows that the Hanson batching plant at Blackwattle Bay is one of approximately 15 batching plants that can supply concrete to the CBD. Further flexibility for concrete supply close to the source on large projects can be provided by onsite batching plants as used at Barangaroo. In addition to the above market supply options Hanson have been working with Government for a number of years to locate a new aggregate handling facility and batching plant at Glebe Island. The DA is currently under assessment (SSD 8554), and includes a concrete batching plant with the capacity to produce up to 1 million cubic metres of concrete per annum and a new aggregate handling facility with a shipping terminal that will receive and handle aggregates delivered by ship and therefore reduce the number of truck movements. The DA was lodged April 2018 and was exhibited until 15 May 2018. A Response to Submissions Report was submitted in December 2019.</p> <p>Regarding job losses the proposed new Sydney Fish Market</p> |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| | | | development will create an estimated 675 jobs during construction and require approximately 48,000 m3 of concrete. |
| Loss of concrete batching plant (Hymix) | 9 | <p>Loss of jobs;</p> <p>Increased travel time for concrete deliveries to CBD;</p> <p>Adverse traffic impacts from longer distanced travelled;</p> <p>Hymix plant and associated jobs jeopardised by redevelopment of existing SFM site for residential.</p> | <p>As above.</p> <p>The future of the Hymix plant is a matter for consideration by Hymix in the context of the State significant precinct study currently underway.</p> |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| Noise impacts | 5 | <p>Adverse impacts on Lombard Estate;</p> <p>Adverse impacts on Glebe escarpment;</p> <p>Noise travels over water creating impacts;</p> <p>Adverse operational noise impacts from truck entrance;</p> <p>Noise from patrons after hours;</p> <p>After hours operations need to be controlled.</p> | <p>The acoustic impacts of the proposed development are assessed in detail in the Noise Impact Assessment in Appendix 19 of the EIS.</p> |
| Open space | 6 | <p>Lost opportunity to provide open space along foreshore;</p> <p>Site should be protected by appropriate protection zoning;</p> <p>Site should be open space to meet the needs of development in the area.</p> | <p>The site is not currently open space and there is no public access to the site of the waterfront of the site. The development provides public access to the site 24 hours a day and improves the quality of the public domain as part of the development. The development will make an important contribution to the open space and public domain in the area.</p> |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| Residential development on existing SFM site | 4 | Request for clarity on use of existing SFM; Concern over residential development on existing SFM site. | The nature of development on the existing fish market site is to be determined as part of the State significant site study currently underway. |
| Retain fish market on existing site | 10 | Redevelopment and retain fish market on existing site; Existing site a better alternative. | <p>The decision to build the new Sydney Fish Market at the head of Blackwattle Bay was made after a comprehensive options analysis which considered other sites in the area, including sites on land such as the existing Sydney Fish Market, as outlined in section 1.4 of the Environmental Impact Statement (Concept DA and Early Works). It was also supported by a number of submissions to the "Call for Great Ideas" held in 2015 and through community consultation undertaken in 2017.</p> <p>It was determined that the proposal to construct the building over the water on piers at the head of Blackwattle Bay offered the best solution, because it delivered a number of benefits to the community and the Sydney Fish Market, including:</p> <ul style="list-style-type: none"> Returning inaccessible parts of the foreshore to the public and completing the missing link to the harbour-side promenade from Blackwattle Bay to Woolloomooloo. Allowing the existing market to trade uninterrupted until the new facility is completed. This is something that has been tested as being imperative in previously failed attempts to redevelop the Sydney Fish Market. <p>Enabling the community to experience the authentic working fish market by providing a view of the fish market operations and its</p> |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| | | | associated waterside dock operations from the harbourfront promenade. |
| Site justification | 6 | <p>Bridge Road classified road unsuitable location;</p> <p>Roads cannot cope with additional traffic;</p> <p>90% of fish product delivered by road and so waterfront location not required;</p> <p>Site too small and not fit for purpose.</p> | <p>Relocating the Sydney Fish Market to the head of Blackwattle Bay unlocks an opportunity on the current site to deliver a connected public promenade as well as a vibrant, sustainable destination that is connected to Sydney's waterfront. This relocation is then the catalyst that facilitates the rezoning and subsequent renewal of Blackwattle Bay. INSW is working with the community to prepare a State Significant Precinct Study and rezoning application that will deliver a mix of community facilities, parks and open spaces as well as shops, office space and homes. The SSP process requires that INSW plans for the infrastructure and social infrastructure required to support the renewal. This work will be subject to a separate future planning proposal and community consultation process.</p> <p>Traffic impact assessment undertaken for the project indicates that the surrounding road network has the capacity to accommodate the additional traffic generated by the development.</p> |
| Sustainability | 2 | <p>6 star green star rating requires auditing;</p> <p>Solar panels should be mandated to supply 100% of electricity needs;</p> <p>5% solar to be considered is insufficient.</p> | <p>The ESD initiatives for the project are outlined in the Ecologically Sustainable Development Report in Appendix 21 of the EIS.</p> <p>The NSW Government has approached the new Sydney Fish Market project with the specific goal of pushing the boundaries of ecological sustainability by targeting world class initiatives. The development is committed to achieving a 5 Star Green Star rating and is targeting a 6 Star Green Star rating. Among the range of measures that are planned to be implemented to meet the committed 5 Star rating is a 335kW solar system using integrated photovoltaic cells (PV) on the roof of the building. This is equivalent</p> |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| | | | to 67 average residential PV systems (5kW). |
| Traffic - assessment | | <p>Impacts on traffic through Glebe not addressed;</p> <p>Modelling incorrect if visitor numbers doubling but traffic only increasing by 5%;</p> <p>More modelling required including other developments, increase in employees and use of Wentworth Park.</p> | Detailed traffic modelling has been undertaken to support the project and confirms that the proposal will have acceptable impacts on the surrounding road network. This includes additional modelling as requested by TfNSW and the former RMS. |
| Traffic - parking | 48 | Parking inadequate to meet the needs of the development which is larger than existing fish market but with no additional parking; | Detailed traffic modelling has been undertaken for the project, which considers an increase in visitation to the new Sydney Fish Market to 6 million people per year by 2034. The modelling was undertaken in close consultation with TfNSW, and confirmed that the new Sydney Fish Market development will have acceptable impacts on the surrounding road network. The analysis indicates that key intersections on Bridge Road from Wattle Street to Harris Street will operate at the same level of service compared to existing conditions. |
| | | Additional parking should be provided; | The analysis has confirmed that, subject to the implementation of management measures such as initiatives to discourage staff from parking in the carpark, the 417 parking spaces will be sufficient to accommodate future demands. |
| | | Fish market shoppers will not use alternative transport and will | Visitors are afforded a range of transport options to access the site, with the transport strategy developed with the intention of reducing |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| | | require parking; | car dependency. Traffic modelling of the intersection confirms it can accommodate future traffic movements into and out of the site. |
| | | Overflow staff and visitor parking will occur on local residential streets with resulting loss of amenity; | Based on extensive surveys undertaken at the current Sydney Fish Market site, currently offsite parking (primarily on-street parking) accounts for only a small percentage of travel to the existing Sydney Fish Market site. This is largely due to the constrained parking arrangements in nearby local streets, with the majority of parking spaces subject to resident parking schemes. It is expected that this trend will continue under the proposed development, given the same constraints apply with respect to the constrained on-street parking environment. Further, the peak periods for parking at the Sydney Fish Market (particularly on weekends) coincide with the peak on-street parking periods which acts as a constraint. With the implementation of additional controls to reduce staff parking within the new Sydney Fish Market, it can be expected that the majority of visitors travelling to the site will be able to find on-site parking at most hours of the day. |
| | | Overflow parking management plans not provided; | Management measures will be implemented to manage parking on site including staff parking. Management measures will be implemented for parking during special events and busy periods. |
| | | Inadequate coach drop off areas; | Buses can access the new drop off lane travelling either eastbound on Bridge Road or via a controlled right turn from Wentworth Park Road into Bridge Road at the new traffic lights. Prior to the opening of the new facility, a management strategy is to be implemented to manage the movement of coaches within the site as well as offsite parking. This strategy will be developed in collaboration with the |

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| | | | Western Harbour Alliance (led by Sydney Business Chamber, and including SFM, the Star and ICC as members). |
| | | Coach parking areas not identified – will park in local streets; | Prior to the opening of the new facility, a management strategy is to be implemented to manage the movement of coaches within the site as well as offsite parking. This strategy will be developed in collaboration with the Western Harbour Alliance (led by Sydney Business Chamber, and including SFM, the Star and ICC as members) |
| | | Coach parking management plan required. | Discussed above |
| Traffic - congestion | 17 | Traffic generation underestimated and will result in congested intersections; | Detailed traffic modelling has been undertaken to support the project and confirms that the proposal will have acceptable impacts on the surrounding road network. |
| | | Analysis underestimates numbers who will drive; | Detailed traffic modelling has been undertaken to support the project based on sound assumptions on mode share by staff and visitors and confirms that the proposal will have acceptable impacts on the surrounding road network. |
| | | Increased congestion around residential areas and the school; | There will be increases in traffic at the Wentworth Park Road / Bridge Road intersection compared to current conditions. Traffic lights at this location will more efficiently manage traffic flow and improve pedestrian access. |

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| | | With visitation rates doubling, traffic generation will increase causing congestion; Congestion will be transferred to near residential areas; Bridge Road will be gridlocked; | Detailed traffic modelling has been undertaken to support the project and confirms that the proposal will have acceptable impacts on the surrounding road network. |
| | | Heavy vehicle increase on Bridge Road conflicting with existing movements on this main road; | Access to the site by heavy vehicles will be managed by a new signalised intersection. Traffic lights vehicle movements are managed from all directions, compared to the current situation where queues can develop on Wentworth Park Road as vehicles have to give way to cars travelling on Bridge Road. For this reason the level of service is projected to remain unchanged, despite the projected increase in traffic movements at this location. |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| | | <p>With less than 10% of fish produce arriving by water, traffic generation will be significant;</p> <p>Traffic congestion will be excessive without improvements in public transport;</p> <p>Access is from a busy through road and further from light rail.</p> | Discussed above. |
| Traffic – cumulative impacts | 26 | Analysis should include cumulative impacts of other developments in the area including redevelopment on the existing SFM site and other development under the proposed Bays Precinct Master Plan. | The road network impacts arising from the development of the wider area, including the redevelopment of the existing fish market site, will be detailed in a separate study as part of the rezoning application for the Blackwattle Bay district. This will include a comprehensive transport assessment that considers the future needs of residents, workers and visitors of the Pyrmont area. |
| Traffic – lack of infrastructure | 2 | Insufficient transport infrastructure to meet needs | <p>The transport strategy for the new Sydney Fish Market considers a number of measures to be implemented to encourage sustainable transport modes and reduce car dependency that are not reliant on future planning for the precinct. These measures include:</p> <ul style="list-style-type: none"> - Increased bicycle parking for staff and visitors - Improved wayfinding from public transport stops - Enhanced walking and cycling links, particularly along Bridge Road and at the intersection of Wattle Street / Bridge Road |

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| | | | - Providing no additional on-site car parking compared to existing levels, despite the increase in site activity |
| Traffic – provision for bicycles | 7 | Separate cycleway required and not a shared zone; | A number of options were considered with respect to cycle paths on Bridge Road, with the shared path deemed to be the safest and most suitable option. This shared path connects with the existing shared paths on Wattle Street and via the Blackwattle Bay foreshore, and connects with the broader City of Sydney bicycle network. |
| | | Cycleway on Bridge Road required; | The shared path will be designed as a low speed environment where cyclists give way to pedestrians at all times. Commuter cyclists that travel at higher speeds will continue to use Bridge Road rather than travel at lower speeds on the shared path |
| | | Traffic generation adversely affecting existing cycle movements. | The development proposes improvements to facilities for cyclists at the site. |
| Traffic – pedestrian movement | 5 | Pedestrian movement to and from Wentworth Park should be grade separated; | This was investigated by the project team and was eliminated because of impacts on trees and concerns on contamination. |
| | | Reopen Glebe Island swing bridge to pedestrians; | Not a matter for consideration as part of this development. |
| | | Works outside boundary required for improved pedestrian connectivity such as to light rail stations. | Improvements to the existing pedestrian route between Wentworth Park light rail stop and the new Sydney Fish Market, through the removal of the existing slip lane at the Wattle Street / Bridge Road intersection. |
| Traffic – public | 13 | Light rail has no capacity to handle | The transport strategy is not reliant on one mode of transport, |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| transport | | additional patronage; | instead it provides a summary of a range of public transport options. For less mobile visitors, the proposal includes the provision of a dedicated drop off / pick up area immediately outside the new Sydney Fish Market which is a significant enhancement compared to the current facility |
| | | Sydney Metro required; | Noted. |
| | | Detailed plan for improvements to public transport required; | Noted. |
| | | Lack of public transport in the area; | The site is highly accessible by public transport. |
| | | Improvements to bus network required | The decision to operate new bus services is a matter for TfNSW. The proposal makes provision for these potential bus services by providing a pick up / drop off area immediately adjacent to the site. The bus stops on Harris Street are only 420m walk away which is a viable walking distance for many people. Alternatively visitors can travel on light rail which provides another convenient form of access to the site |
| | | Cannot rely on Sydney Metro stop as it is not known and likely to be too far away; | While a metro station in Pyrmont would further strengthen public transport accessibility to the site, it is not required to accommodate future travel demands. The transport assessment (including associated traffic modelling) has not assumed a future metro station at Pyrmont and concluded that the committed transport network is suitable to cater for future travel by staff and visitors to the site. |
| | | On demand ferry stop inadequate. | Provision has been made for a ferry stop at the site with the operation being a matter for the responsible authorities to coordinate. |

| TOPIC | NO. OF SUBS | MATTERS RAISED | RESPONSE |
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| Traffic - lack of infrastructure | 2 | Overall transport system inadequate to meet the needs of the development. | The Traffic Impact Assessment confirms the adequacy of proposed access arrangements. |
| Traffic – mitigation measures | 3 | Proposed measures inadequate and will do not include improvements to road system or increased parking. | The Traffic Impact Assessment confirms the adequacy of proposed access arrangements. Appropriate mitigation measures are proposed. |
| Urban Design | 3 | Outdoor contained storage should not be allowed and will detract from the architecture of the building; | It is expected that the placement and use of containers would be limited to busy periods (27 December to 2 January and for two weeks over Easter). A temporary licence would be provided for the placement of containers for the restricted periods. |
| | | Incorporate turpentine wood into design; | Recycled materials will be considered for public domain elements where appropriate. |
| | | Incorporate umbrellas; | This will be considered as part of the detailed design |
| | | Building should not be white – to much reflectivity; | Noted. |
| | | Glazing provides hazard for birds; | The façade designer, Apex, has considered minimisation of bird strikes in the design of the facades and selection of façade materials. The literature reviewed suggests low reflectivity glass is an effective measure to reduce bird strikes which has been adopted in the design (reflectivity specified as 13%). |

Table 6 – Response to submission relating to Sydney Secondary College, Blackwattle Bay Campus

| School Submission | Response |
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| This table addresses a submission relating to impacts on Sydney Secondary College Blackwattle Bay Campus. | |
| Noise Impacts: A comprehensive noise impact assessment of the proposed development has been undertaken (See Section 6.13 and Appendix 19 of the EIS). This assessment identifies a range of mitigation measures to be implemented to ensure that noise from the proposed development is minimised and would not exceed accepted noise criteria. | |
| <p>The development proposal has not adequately addressed the impacts to the College caused by noise and vibration during the construction and operation phase. Further, the assessments to date understate the likely noise and vibration impacts to the College.</p> <p>In Appendix 19 - Noise Impact Assessment ("Noise Assessment"), Figure 1 only partially indicates educational settings used by the College. Figure 1 does not include the 6 demountable classrooms adjacent to the Blackwattle Bay foreshore. These classrooms do not seem to be considered in any of the noise assessments made to date. These classrooms are approximately 30 metres closer to the proposed development site than the noise monitoring location selected to assess the impact on the College. This is of concern because the Noise Assessment relies on the assumption that the monitoring location chosen for the NCA4 was representative of the most affected receiver in the noise catchment area.</p> <p>Further, Figure 1 does not account for the College oval as an educational setting. This is despite educational events occurring on this location. For example, lessons take place on the College oval for Personal Development, Health and Physical Education (PDHPE). More than half of the College oval falls within NCA3. However, this is overlooked by the Noise</p> | <p>1) The submission has correctly identified a minor template figure in the border of the GIS template used to create Figure 1. The scale in the noise model and all GIS data used in SLR's assessments are correct. However, the scale shown in the border of Figure 1 is incorrect (it is the unamended scale from the template we use to generate all figures for reports). This typo / error does not impact the validity of any results or assessment contained within the report.</p> <p>2) The monitoring point used for NCA 4 is a single point where the noise logger was deployed to capture a representative background noise level to establish various noise criteria for the assessment. The modelling (predictions) were undertaken to every building within the NCA, not just to the monitoring point which seems to be what the comment has assumed.</p> <p>3) SLR can confirm that modelling (predictions) were undertaken to every permanent building on the college site. And whilst the demountables are marginally closer to the proposed nSFM site – this difference in distance results in a noise level difference below 1 dB in predicted level. Therefore, it is not material in impacting any of the assessment contained within the Noise Impact Assessment report.</p> <p>4) The relevant category for the Oval would be considered as an Active Outdoor Recreation area for assessment purposes. This would effectively mean that the Oval has the same noise criteria / trigger levels (for Construction and Operation) as the external target established for the buildings of the school. As a result, this will not impact the outcome of the Noise Impact Assessment. However SLR recommends that the detailed</p> |

| School Submission | Response |
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| <p>Assessment that does not identify any educational setting as falling within this catchment area (see Table 1). Consequently, the Noise Assessment does not adequately consider the noise impacts on the College. Additionally, the Noise Assessment relies on the assumption that the location chosen for NCA3 was representative of the most affected receiver in this noise catchment area, even though the College oval is located closer to the proposed development site.</p> <p>The scale in Figure 1 of the Noise Assessment is incorrect. The error indicates the College as being significantly further away from the proposed development site than is actually the case. Consequently, the Noise Assessment is flawed as it does not fully account for the likely noise and vibration impacts to the College both during the construction and operation phase.</p> | <p>Construction Noise and Vibration Management Plans which will need to be completed by the constructors prior to commencement, the Oval is included as an Active Outdoor Recreation receiver and appropriate management / mitigation employed.</p> |
| <p>(a) Construction</p> <p>The construction hours would impact upon the entire school day. The Noise Assessment acknowledges that the College is likely to be highly noise affected during certain construction periods. Noise caused by earth moving equipment, concreting equipment, piling plant, demolition equipment and cranes will be particularly disruptive to teaching and learning.</p> <p>It is important to note that the recommended maximum industrial noise levels for school classrooms (internal) is 35 dBA and school playgrounds is 55dBA (see Table 12). The Noise Assessment establishes a Project Noise Trigger Level (see Table 14) for the College of 55 dBA. This is based on the assumption that there will be a 20 dBA loss for external to internal noise transmission loss in the classroom. However, this assumption does not take into account the building structures or materials of the College. For</p> | <p>1) The noise impact assessment is based on a number of conservative (or "Worst Case") assumptions and does not exceed the "highly noise impacted" level. The assessment identifies a range of mitigation measures to be implemented to ensure that noise from the proposed development is minimised and would not exceed accepted noise criteria.</p> <p>2) Industrial noise (and more specifically the Noise Policy for Industry) does not apply to construction noise. The appropriate guidance document to use is the NSW Interim Construction Noise Guideline, which is what has been used in the Noise Impact Assessment.</p> <p>3) This 20 dBA is a widely accepted and conservative number, even accounting for the construction types noted in the submission. SLR has undertaken a high quantity of outdoor-to-indoor loss measurements as part of major infrastructure projects and all of these have exceeded 20 dBA.</p> <p>4) Piling is a construction method necessary to build the proposed nSFM. Note that Sheet Piling referred to in the submission is only available as a</p> |

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| <p>example, the 6 demountable classrooms most proximate to the proposed development site is unlikely to reduce the transmission by 20 dBA due to the specific building materials. Additionally, many of the classrooms at the College have a high proportion of glass, which is unlikely to reduce the noise transmission by 20 dBA. Further, the Noise Assessment does not account for the educational setting of the College that falls within NCA3. Consequently, the Noise Assessment does not adequately consider the noise impacts on the College.</p> <p>The Noise Assessment concludes that the College will be highly noise affected during construction periods. The Noise Assessment makes a worst case prediction noise level of 74 dBA for the College located within NCA4 during the school day (see Table 17). This is above the recommended maximum industrial noise levels for school classrooms. The Noise Assessment does not include data for the educational setting that falls within NCA3. The development proposal needs to fully assess the noise impact to the College and account for how this noise will be mitigated to avoid disruption to teaching and learning.</p> <p>Of particular concern is the use of piling equipment. The proposed use of screw piling would occur throughout the entire school day, with noise spiking and exceeding the noise management level between 3:30pm and 5pm (see Figure 2). The proposed use of driven piling would also occur throughout the entire school day, with noise spiking and exceeding the noise management level for a longer period of time, between 12:45pm and 5pm (see Figure 4). The use of either of these piling methods is unacceptable as the typical school day continues until 4:20pm. Consequently, teaching and learning would be highly noise affected for extended periods of time by the use</p> | <p>construction method for the Coffey Dam. The main building requires either Driven or Screw piling. The Noise Impact Assessment (Section 5.2.6) has looked in detail at the impact of the respective methodologies and determined that Screw Piling is likely to be considered the least intrusive. Also note that the results included within all construction noise assessments (Section 5.2.5) already include Screw Piling as well as all other sources in Section 5.2.4 occurring concurrently. This is the reason SLR believes it to be a conservative (or "Worst Case") scenario.</p> |

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| <p>of screw piling or driven piling. The Noise Assessment refers to a sheet piling method which would result in much lower noise impacts and could be considered as an option. While sheet piling appears to be the most viable option, a noise profile for this method needs to be made with a quantifiable assessment of its impact on the College.</p> | |
| <p>(b) Operational Noise The Noise Assessment acknowledges that details of the future uses of the proposed site are not known (p. 39). Consequently, the combined cumulative noise is likely inaccurate and does not fully account for the noise disruption to the College. For example, the Noise Assessment has not been able to accurately assess the noise from the fixed mechanical plant or the public address system as these details are yet to be finalised. The Noise Assessment recognises that the College will have a line of sight with the maritime activities. However, the noise concerns relating to maritime activities and its impact on the College have not been adequately addressed or factored into the Noise Assessment, even though it could occur during the school day. Further the loading dock activity will likely impact on the College as it is located within 50 metres to the proposed loading dock site on the corner of Bridge Road and Wentworth Park Road.</p> | <p>1) The statement extracted in the submission (taken from Page 39 of the Noise Impact Assessment) needs to be seen in its context. The complete sentence makes it clear that the comment is only relating to finalised mechanical and building services plant equipment. All other sources of activity noise are known. This is completely normal at this stage in the project as mechanical / building services designs have not been finalised. As a result, the Noise Impact Assessment has assumed that as a worst case – the building services plant noise will be on the upper limit of compliance with the required (NPfl) criteria. All prediction of operational noise in the assessment include this contribution. 2) This is incorrect, noise associated with Maritime Activity (as summarised in Table 21) is included in noise emission predictions in Table 24. 3) As per section 5.3.1, Loading Dock activity is included in all predictions to surrounding receivers, as summarised in the results in Table 24.</p> |

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| <p>(i) Loading Dock</p> <p>It is a concern that operational noise levels from the loading dock would likely be non-compliant and exceed the Project Noise Trigger level to the College during the school day if unmitigated (see Table 22). This is a concern as Table 23 of the Noise Assessment demonstrates a limited range of mitigation strategies being adopted to deal with the noise emanating from the loading dock. The Noise Assessment provides an operational reason for not being able to introduce the acoustically rated roller door due to the high volume of traffic entering the facility from the loading dock entrance, including semi-trailers. This reasoning indicates the extensive use of the site in close proximity to the College and the associated disruption likely to occur. It also demonstrates a lack of mitigation strategies to reduce the noise disruption. The Noise Assessment must more adequately mitigate the noise impact to the College by considering the following (not addressed by the Noise Assessment):</p> <ul style="list-style-type: none"> • A break line-of-sight from Loading Dock to the College • Provide "at-property" treatments to the College to reduce internal noise impacts <p>Even after mitigation strategies have been factored into account in the Noise Assessment, the Predicted Noise Trigger levels on the College from the loading dock only just falls within compliant levels (see Table 24). This is a concern given there is a margin of error due to the number of unknown variables recognised in the Noise Assessment. Further, this submission has raised concerns about the accuracy of the Noise Assessment as there are other classrooms and learning spaces within the noise catchment area that have not been assessed despite being closer to the development site. As a result, the Noise Assessment does not provide the</p> | <p>The fact that "pre-mitigation" noise predictions (Table 22) exceed the nominated criteria is not relevant as the project is proposing to employ all mitigation outlined in Table 23 such that the post-mitigation noise emission results given in Table 24 are the resulting levels for assessment. The predicted levels for the Sydney Secondary College (Table 24) are significantly below the relevant criteria, and as a result no further mitigation is required or recommended.</p> |

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| <p>worst case scenario of noise impacts. Consequently, the mitigation strategies have not been able to adequately address the concerns relating to potential noise and vibration impacts to the College.</p> | |
| <p>(ii) Patrons The Noise Assessment recognises there will be a line of sight to the College from the following patron areas (see Table 27):</p> <ul style="list-style-type: none"> • Shared dining, Northern Façade, Upper Ground 01 (600 occupancy) • Shared dining, Western Façade, Upper Ground 01 (300 occupancy) • Skybar, South Eastern Corner, Upper Level 02 (70 occupancy) <p>The large number of potential patrons and proximity to the College raises legitimate concerns in relation to nuisance and disruption caused by the associated noise. Although the assessment does not predict exceedances from patron noise, it is likely the impact is understated due to various assumptions being made as to patron behaviour. Further the Noise Assessment has not accounted for teaching and learning that occurs on the College, including the oval and the 6 demountable classrooms.</p> | <p>Patron Noise is assessed in detail in Section 5.4 of the Noise Impact Assessment in line with standard procedures, and no exceedances found. Any “irregular” behaviour associated with patron noise (such as excessive patron noise or certain groups, etc) should be controlled through appropriate venue management policies. All tenants will be governed by the controls stipulated by their respective liquor licences. Separate applications would need to be made to Liquor and Gaming NSW for a licence to serve liquor at licensed premises such as restaurants and bars.</p> |
| <p>(c) Conclusion: Noise and Vibration The noise and vibration impacts to the College need to be more adequately assessed and mitigated given it is an educational setting. Any impact is of concern given it is a senior campus where examinations occur consistently throughout the school year. This needs to be factored into any noise assessment as the development will be disruptive both during the construction and throughout</p> | <p>See responses to individual concerns above. The outcome of SLR's Noise Impact Assessment is unchanged.</p> |

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| <p>the operation phase. Further, students require peace and quiet to focus during study periods and their classes. At the same time, students need to be able to clearly hear teaching instruction during their lessons. There are also legitimate concerns as to student health and wellbeing. Consideration also needs to be given to the proximity of the College's support unit to the proposed development as students' learning needs must be factored into the decision making process.</p> <p>Consequently, student outcomes and health and wellbeing could be affected if noise and vibration is not adequately mitigated. It is a concern that these impacts have not been more accurately assessed as the College is likely to be highly noise affected. It would be unacceptable for the development to proceed before there is a more accurate assessment of the impact to the College and more appropriate and adequate mitigation strategies developed.</p> | |
| <p>Air Quality Impacts</p> <p>The development proposal has not adequately addressed the impacts to the College caused by dust and combustion emissions during the construction as well as odours and pollutants during the operational phase. Further, the assessments need to more adequately assess the likely impacts to the College from the degradation of air quality and odours.</p> <p>Appendix 18 - Air Quality Report ("Air Report") provides a qualitative (risk-based) assessment of both construction and operational impacts. However, this methodology is limited as it does not provide a quantitative assessment of the operational activities or of potential dust emissions during construction.</p> | <p>There are a number of different issues raised in this comment, summarised as follows:</p> <p>1) The development proposal has not adequately addressed the impacts to the College caused by dust and combustion emissions during the construction as well as odours and pollutants during the operational phase</p> <p>2) The qualitative methodology is limited as it does not provide a quantitative assessment of the operational activities or of potential dust emissions during construction.</p> <p>1) Considering a qualitative assessment has been undertaken, the predicted risk levels are not specific to any particular receptor, but rather the surrounding area. This assessment considered the presence of the college as well as residential dwellings and commercial premises in the area. The aim of the qualitative assessment is to identify</p> |

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| <p>The limited design data available to make these assessments has resulted in a lack of consideration regarding the impact of the College. This is a concern given the scale of the development proposal and its proximity to the College. The main potential sources of air emissions have been identified as dust impacts during the construction phase and odour, VOC, products of combustion and particulates during the operational phase. This poses particular concerns for the teaching and learning of students as well as their health and wellbeing.</p> | <p>the activities that have the potential to give rise to off-site air quality impacts so that mitigation measures may be identified, or a quantitative assessment recommended. The project has adopted a large number of mitigation measures to ensure no receptor is impacted. Based on the implementation of these mitigation measures, the risk of adverse air quality impact at nearby sensitive receptors was deemed to be low and no further assessment or analysis was concluded to be required.</p> <p>2) The nature of the proposed construction and operational activities and the significant number of assumptions required to quantify the varying emissions from the site during construction and operations, means that the outputs of a quantitative assessment would have a very high level of uncertainty and would not (in itself) assist with the identification of dust and odour control measures to actively manage the risks. Therefore a qualitative assessment is deemed to be more appropriate. This approach has been accepted by NSW EPA and regulatory agencies throughout Australia for assessing potential off-site dust impacts from large infrastructure construction projects as well as operational-phase air quality impacts from activities that are expected to have minimal air emissions once good engineering practice and emissions controls are applied to mitigate any potential impacts. Only if the residual air emissions are identified to have potential for adverse air quality impacts would further analysis be required.</p> |
| <p>(a) Construction phase Potential air emissions associated with the construction phase include:</p> <ul style="list-style-type: none"> • Fugitive dust emissions from construction of buildings and other structures; and • Products of combustion from construction plant and machinery. <p>The indicative construction schedule for the new Sydney Fish Market identifies that Stage 2 works may require up to approximately 3 years to complete (March 2019 to 2022). Although the dust impacts may not occur during this entire</p> | <p>1) The Air Quality Assessment categorises the dust impact magnitude as Medium based on the total material moved as the primary source of dust emissions associated with earthworks is considered to be the handling (loading and unloading) of material. It is noted that the total material moved from the site is anticipated to be approximately 60,000 tonnes, which is significantly less than the 100,000 tonnes required for the magnitude to be classified as Large. However, given the medium sensitivity of the surrounding area to dust soiling and health effects (See below), a dust emission magnitude of Large would result in no change to</p> |

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| <p>construction period, it is a concern that the impacts to the College have not been explicitly assessed.</p> <p>(i) Dust impacts The risk of air quality impacts from stage 2 works needs to be more adequately and accurately assessed to address some of the assumptions and impacts to the nearby College. There are assumptions in the Air Report that categorise the dust emission magnitude of earthwork as medium (see Table 11). It is arguable that this rating should be categorised as large, considering the footprint is significant at approximately 32,000 m². The sensitivity of the area to dust soiling is classified as 'medium' (Table A2 in Appendix A) and the sensitivity of the surrounding area to health effects (Table A3 in Appendix A) has also been classified as 'medium'. However, this assessment does not take into account the number of receptors at the nearby College and only accounts for receptors at the existing apartment block. Consequently, more comprehensive mitigation strategies outlined in Table 13 are required to reduce the risk of air quality impacts to low.</p> | <p>the earthworks Preliminary Risk level derived for the project (refer to Table A4 of the Air Quality Assessment Report).</p> <p>2) The surrounding area sensitivity category used in the assessment takes into account the number of receptors located at the nearby College and is deemed to be appropriate for the project. The image illustrates the 50 m and 100 m buffers from the area disturbed during the Stage 2 works. As illustrated, sensitive receivers that fall within the 50 m buffer zone are limited to 84 Wentworth Park Road (which contains 7 Strata lots), the Kauri Foreshore Hotel (no accommodation options offered) and a small part of the College outdoor area. The Total number of receptors within 50 m from the site is expected to be less than 100. However, within 100 m from the site, the number of sensitive receptors increases significantly (greater than 100) with the College campus buildings and a number of apartment blocks falling within the 100 m buffer. In the IAQM Method, the sensitivity category remains 'medium' or 'low' for >100 people between 50-100 m from the site boundary. Given the majority of the nearby receptors are located between 50 m and 100 m from the site boundary, the sensitivity of the area is Medium for both dust soiling and health impact effects.</p> <p>3) Prior to any construction at the site, the mitigation measures outlined in Table 13 of the Air Quality Assessment report will be reviewed and any additional appropriate mitigation measures will be adopted to minimise the risk of adverse dust soiling and human health impacts occurring at the off-site sensitive receptor locations, including the College. The CEMP will also require the contractor to respond to complaints and adopt additional controls if any off-site impacts are being reported and verified through monitoring.</p> |
| <p>(b) Operations Phase The Air Report states the potential air emission sources associated with operational phase at the new Sydney Fish Market will be as follows:</p> <ul style="list-style-type: none"> ● Odours and particulates from retail kitchens; ● Odours from handling, processing and | <p>1) As outlined in the Stage 2 Air Quality Assessment report, detailed information on the operational activities within the buildings (ventilation rates, pollution control systems, potential emission rates, location of ventilation stacks, etc.) were not available at the time of preparing the report. Since completing the report,</p> |

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| <p>storage of seafood and waste;</p> <ul style="list-style-type: none"> • Odours and Volatile Organic Compounds (VOCs) from polystyrene recycling; • Odours from sewage treatment; • Products of combustion from operational phase road and marine traffic; • Products of combustion from generator/fire pumps/hot water generators; • VOCs from diesel storage room; and Refrigerant gases from plant rooms. <p>It is planned that the emissions will be discharged via vents located on the roof of the building. However, detailed information on the proposed air extractions and filtration system is not yet available. This is a concern as the development proposal includes car parking for 417 on-site car parking bays. The number of car parks demonstrates the extent of increased traffic and combustion gas emissions. Consequently, it is essential that pollutant emissions be managed by minimising the pollutant reaching the atmosphere through filtration or treatment at the source rather than simply relying on emitting via exhaust systems at roof level. In relation to the products of combustion from plant rooms, electrically-driven heat pumps should be adopted so that no air pollutants will be emitted at the project site. If these mitigation strategies are not adopted there is a risk that roof emissions may be washed down to the College nearby.</p> <p>For urban areas such as those that surround the proposed development site, the relevant odour impact assessment criterion set by the approved methods for complex mixtures of odorous air pollutants is 2ou. The results in the Air Report confirmed that distinct and potentially mildly unpleasant odours</p> | <p>further developments have been made by the Project design team and the following additional mitigation measures relevant to air quality have been adopted:</p> <ul style="list-style-type: none"> - Wastewater Treatment Rooms: Mechanical exhaust with carbon filtration above roof - Retail food tenancies: Kitchen exhaust treatment system with carbon filtration discharging to above roof (in addition to ESPs which were already adopted at the time of preparing the report) - Wholesale Areas: Low temperature areas (maintained between 14°C and 20 °C with minimum 1.5 air changes an hour of ventilation air - Waste Management rooms: Air conditioned spaces with exhaust air discharging to above roof - Offal rooms: Allocated cool room maintained at or below 5°C for storage before being removed from site. <p>It is expected that by adopting the above additional measures, the residual risk of odour impacts associated with the project will reduce to neutral significance for the above sources. The polystyrene recycling equipment is proposed to be located in an enclosed room with exhaust ventilation for the space discharging above the roof. At this stage, no additional odour controls are deemed to be required. However, should further design development identify a need for additional odour control, options presented in Section 7.4 of the Stage 2 Air Quality Assessment report will be considered and appropriate measures will be implemented to ensure odours from this activity do not cause adverse impacts at nearby receptors.</p> <p>As outlined in Section 7.2.5 of the Air Quality Assessment Report, the emissions generated by vehicles entering and existing the site are small compared to the emissions generated by existing traffic on the surrounding road network and no significant increase in ground level combustion gas concentrations are anticipated as a result of the development. Further it is noted that the majority of winds (>80%) blow odours and other air emissions away from the College.</p> <p>2) The Domestic Hot Water (DHW) and Heating Hot Water (HHW) systems are proposed to be served by gas fired generators. Given i) pollutant emissions associated with combustion of natural</p> |

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| <p>occur in the areas surrounding the existing Fish Market. This is a concern as the new Fish Market development site is to be located within much closer proximity of the College. It is noted that the odour emissions from seafood and waste handling, storage and processing can be directly released into the atmosphere through openings in the building. To mitigate these concerns it is recommended that high particulate removal efficiency of ESP and activated carbon filters on all kitchen exhausts are installed as a mandatory requirement.</p> | <p>gas are significantly lower than those associated with the combustion of other fossil fuels such as diesel, ii) relatively small size of the DHW and HHW plants and iii) low background concentration of gaseous pollutants, in SLR's opinion, the risk of exceedances of air quality impact assessment criteria within the college grounds due to the operation of the DHW and HHW plants is insignificant.</p> <p>3) Considering the existing Fish Market is not equipped with the types of pollution control measures proposed to be adopted by the new Fish Market, and given the anticipated effectiveness of these proposed mitigation measures, ground level impacts at the College are anticipated to improve even though the new Fish Market development will be located closer proximity to the College.</p> |
| <p>(c) Conclusion: Air quality Student outcomes and health and wellbeing could be affected if the degradation of air quality and odours are not adequately mitigated. It is a concern that these impacts have not been more accurately assessed as the College is likely to be impacted. It would be unacceptable for the development to proceed before there is a more accurate assessment of the impact to the College and more appropriate and adequate mitigation strategies developed.</p> | <p>See responses to individual concerns above. The outcome of SLR's Air Quality Assessment is unchanged.</p> |
| <p>Safety and security</p> | |
| <p>The development proposal has not adequately assessed or provided appropriate mitigation strategies to deal with the increased security risk to the College. The new Sydney Fish Market poses safety risks for the College as identified in Appendix 27 - Security Risk Assessment Report ("Safety Report"). The proposed development would pose a medium to high risk of the following risks to the College (see Table 7):</p> <ul style="list-style-type: none"> ● Liquor offences; ● Theft; ● Potential hostile vehicle attack; ● Drug offences; | <p>The CPTED Report (Appendix 26 of the EIS) recommends ongoing consultation be undertaken in the design of external public areas to ensure seamless integration with the design of The new Sydney Fish Market facility itself. It will be important to consider CPTED principles as a whole at The new Sydney Fish Market precinct.</p> <p>The Security Risk Assessment Report (Appendix 27 of the EIS), also makes a number of recommendations in relation to security risk management including:</p> <ul style="list-style-type: none"> ● Security Risk Management Plans, Policies and Procedures be produced in order to help lower the security related risks through |

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| <ul style="list-style-type: none"> • Physical assault; and • Vandalism/graffiti. <p>The likelihood of these risks are exacerbated by the complexity and scale of the proposed development, the large number of expected visitors, the service of alcohol, extensive hours of operation, proximity of the proposed development to the College and ease of public access to the College. Further, the risks posed to students at the College have not been adequately addressed or considered by the development application. For example, the Crime Prevention through Environmental Design (CPTED) does not consider how natural surveillance, natural access control and/or territorial reinforcement would apply to mitigate safety risks at the College. Further, the Deter, Detect, Delay & Response (D3R) Principle is not applied specifically to mitigate risk at the College. Any strategies implemented should not consider the responsibility as ending at the development site's boundary perimeter but rather consider the wider implications on the local community. It is important that the best interests of children attending the College be factored into the decision making process to a greater extent.</p> | <ul style="list-style-type: none"> operational and procedural controls. • The facility as a whole develop a security risk management process. <p>Further each licensed premises would be required to prepare a plan of management with clear procedures for security and safety.</p> <p>Concerns relating to safety and security can be effectively managed by the preparation implementation and review of security risk management plans.</p> |
| Visual Impacts | |
| <p>The A3 Vol - Appendix 7 - Landscape Character and Visual Impact ("Visual Assessment") does not accurately or adequately account for the visual impact on the College. This is for two main reasons, not fully assessing key vantage points from the College and not accurately applying the recommended assessment factors matrix (see Figure 1.1).</p> | |

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| <p>(a) Impacts to key vantage points from the College</p> <p>The Visual Assessment has not assessed the changes and view impacts of the proposal to/from key vantage points from the College. Figure 6.0 does not identify the College as a State Heritage Register Item in proximity to the site in determining which viewpoints were assessed. The selection criteria used in the Visual Assessment to determine viewpoints would have warranted the College being more adequately assessed. There are extensive site lines from the College, including the grounds and classrooms where high visual impact is likely to occur. However, the Visual Assessment has not adequately factored these sites into consideration or referred to the College at all.</p> | <p>The school is not a heritage item listed on the SHR. The Landscape Character and Visual Impact Assessment (Appendix 7 of the A3 Volume of the EIS) clearly outlines the selection criteria for identifying viewpoints for assessment. This includes viewpoints 1, 6 and 12 from the vicinity of the school site and is considered representative of views from the school. The findings of this assessment remain valid.</p> |
| <p>(b) Application of methodology</p> <p>The Visual Assessment has not accurately applied the recommended assessment factors matrix to determine the potential overall visual impact. This mistake has largely occurred as the Visual Assessment does not recognise that viewpoint 6 and 12 occur on the College boundary.</p> <p>The Visual Impact of the development is likely to be an imposing built form on the College that detracts from views of the natural features of Blackwattle Bay and Wentworth Park. The Visual Assessment needs to more accurately account for the visual impact to the College as well as from Viewpoints 6 and 12. It is also recommended that further assessment as to the visual impact on the College occurs before the development proceeds.</p> | <p>It is considered that the visual impact assessment adequately addressed the visual impacts of the development from the school site.</p> |

4.4 Submissions in support

There were 11 submissions in support of the proposal with the following table presenting some of the statements of support.

| | Summary |
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| NSW Fisherman's Co-operatives Association Limited and Commercial Fishermens Co-operative Limited | The benefits for the NSW seafood industry will be immense, as we see considerable innovation, education, potential export income and employment, resulting from the project. There will also be an uplift in tourism, both to Sydney and Regional NSW, as a result of the iconic new structure becoming a destination for visitors and locals alike. |
| Tourism and Transport Forum | This bold and iconic new tourism development and other leading place making projects like are critical to boosting the social fabric of a community like Sydney and are an invaluable reflection of its people, in this case the hard work and pioneering spirit of one of our early industries. |
| Sydney Business Chamber | The design and development of the new facility is world-class, adding social and economic value to the community, the city and the State. There will be major economic uplift through both increased local and tourism visitation to the new Fish Market, along with an improved accessibility opportunity for continuous foreshore linkage from Glebe through Blackwattle Bay to Pyrmont and the city CBD. |
| Resident Queensland | The new Sydney Fish Market is an outstanding development proposal. Not only will it provide an opportunity to revitalise the NSW seafood industry's showpiece facility. It will also significantly increase the community's access to view the seafood industry's supply chain in real time, and to enjoy the experience of eating world class seafood in a world class facility. I fully support this proposal. |
| Resident Glebe | I own a property approximately 200m from the proposed development and completely support the application in its entirety. I strongly believe that the current proposal will provide significant cultural and economic benefits/opportunities, for nearby residents, Sydney residents and local/international tourists. The design appears to be well resolved and the iconic roof form directly responds to the waterfront locality and fish market. |
| Worker at the Fish Market | I have worked at the Sydney Fish Market for most of my professional life and have experienced several failed attempts to redevelop the existing site. The proposed new fish market will deliver many benefits to the local community, workers on the site and boost tourism for Sydney and NSW, whilst at the same time delivering to the Australian Seafood Industry new hope, confidence and pride in its masthead operation. As was the vision in the mid-1980's to convert the marshalling yards and freight consolidation centre at Darling Harbour into a pedestrian and tourist precinct, the new Sydney Fish Market at its proposed location, purpose built design, functionality, connectivity with the community and the seafood industry, and improved access, will without doubt be Australia's next iconic landmark. |

5. Conclusion

The proposal is to build a new Sydney Fish Market with a contemporary urban design, provide unique experiences for visitors and world-class auction and wholesale facilities. The new facility will be set within an improved public domain including the creation of a waterfront promenade with improved access to Blackwattle Bay and linking to surrounding areas and to public transport.

The development will expand and improve the functions of the existing Sydney Fish Market in a new setting achieving design excellence, authentic experience, functional performance and environmental sustainability.

The potential environmental impacts, both direct and cumulative, have been identified and assessed as part of the EIS accompanying the development application.

During and after the public exhibition period 134 submissions were received by DPIE. 104 of these submissions were from the public, 19 were from organisations and 11 from public authorities. This response to submissions examines these submissions in detail and addresses and provides a response to the matters raised. This includes matters that can be addressed by conditions of consent and matters that are to be addressed in the management plans and strategies to be prepared subsequent to approval.

Additional information is provided as requested by the Department of Planning, Industry and the Environment to enable the application to be assessed.

The proposed development has been specifically designed to mitigate and ameliorate potential impacts and mitigation measures are included in the EIS for this purpose. No change to the mitigation measures are proposed.

The assessment in this response to submissions reinforces the findings of the EIS that the development will provide the potential for a new Sydney Fish Market of international standing acting as a catalyst for the rejuvenation of the eastern foreshore of Blackwattle Bay. The assessment concludes that no significant environmental impacts have been identified as a result of the development. Any potential impacts can be satisfactorily mitigated through a range of measures that have been identified within the EIS. In addition, the development is consistent with relevant Government policies and strategies.

It is considered that the development is in the public interest and warrants approval with conditions.